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AUGUST 2012 N°290

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We race the
new J-Class
Rainbow

COVER PHOTO AND RIGHT BY EMILY HARRIS



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Part II: 1948 and on to today

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Pazienza



60 ft Laurent Giles Bermudan Cutter 1956

PAZIENZA designed by Laurent Giles was built by Cantiere Navale V. Beltrami in Genoa in 1956. Laurent Giles seemed to achieve a seamless transition between traditional and modern styling - it is not surprising that PAZIENZA, with her handsome sheers

Price on application. Lying UK

and understated English good looks was one of the last two nominees for the most beautiful boat in France for 2010. This is an excellent indication of her current impressive condition.

Marigold

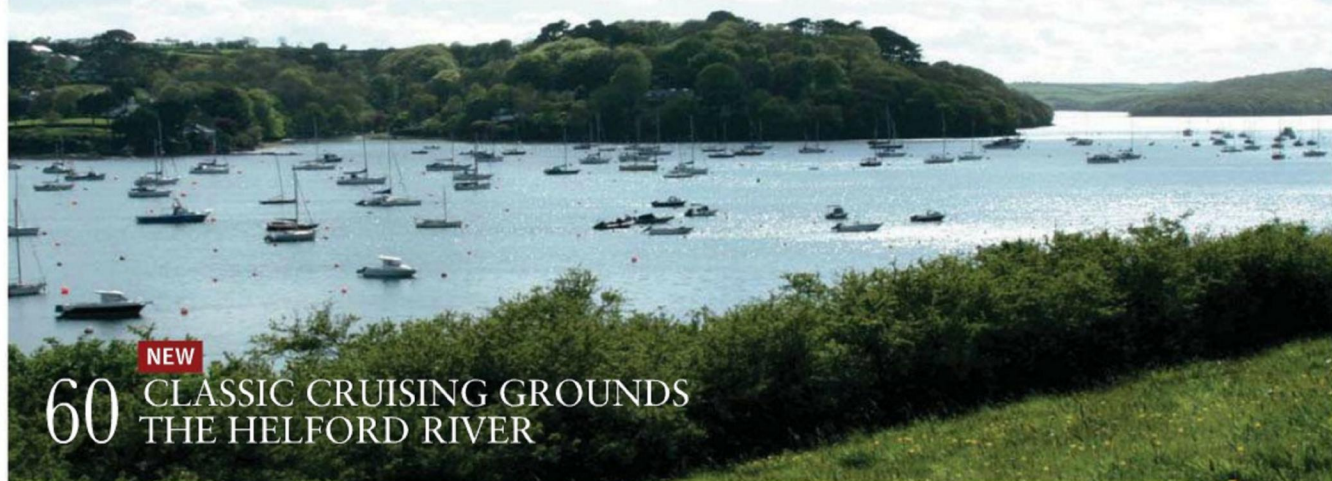


59 ft Charles E Nicholson Gaff Cutter 1892

The beauty of MARIGOLD's Victorian straight stem and long counter stern doubtless inspired her rescue by Greg Powlesland. That he in turn persuaded her present owner to resource completing the project attests to her worth as one of the premier classic yachts

€ 550,000. Lying France

afloat today. Attention to period detail and the skilful application of traditional materials has regenerated this magnificent yacht, providing enormous pleasure both to him and his guests over the 25 years of his ownership.



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Rustler



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The new Rustler 33

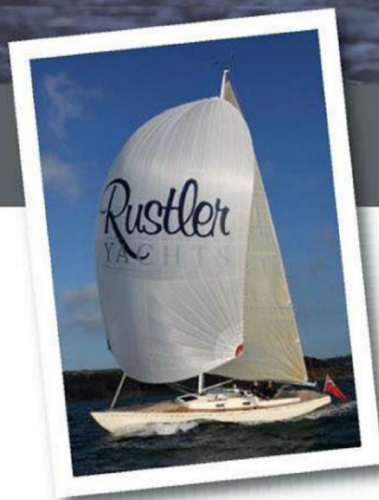
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YACHTS



EMILY HARRIS

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Published Monthly ISSN: 0950 3315
USA US\$12.50 Canada C\$11.95 Australia A\$11.95
Subscribe now: Call [UK] Tel: 0844 412 2274 or
[Overseas] Tel: +44 (0)1858 438442

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FROM DAN HOUSTON, EDITOR

A diversity of classic boats

Classic boating can certainly throw up some diverse sailing experiences. In fact diversity could be a collective noun for a traditional boat gathering. The month – writing at the end of June, here – started with the Queen's Diamond Jubilee Pageant, on *Sundowner* with the family, loving being a part of it, on such an important boat. Our lads were in Scout uniform (just because they wanted to be) and they were fascinated by the police sharpshooters on far away rooftops. Attracting the attention of one, they both hit the deck as he raised his weapon to

“We sat in the cabin under oil lamplight...”

his shoulder looking down his telescopic sight at them. They found this hugely funny. Maybe it's a generation thing...

The thing I got out of it, apart from the fact that the BBC knows nothing about boats, nor wants to know anything, is how stoic our 86-year-old Queen is. She eschewed sitting down for hours, waving several times a minute in a cool easterly breeze, and continued standing on deck, under a canopy as the pageant fleet passed by. It was seriously impressive.

Later in the month, the rain clouds were still overcasting – this time a superb fleet of J-Class yachts, racing off Carrick Roads at Falmouth. Seeing these huge boats racing at close quarters, one can understand how they created such a huge impression in the 1930s. In our Big Picture overleaf, you can see how they dwarf a normal yacht. This makes them great sport – they can be followed from the shore even when they are on the horizon, to which they get rather quickly...

In between seeing those events I was lucky enough to visit Plymouth to see the launch of *Integrity*, Will Stirling's new gaff cutter (p20). She represents quite a departure from what he's done before, and she's a new design on traditional lines. I can't wait to have a sail; I told the team it's my pigeon.

The day before was one of those gentle sailing treats which are what sailing is all about, for me. Peter Broadbent invited me to the Yealm for an onboard supper (of roast pork loin) in the charming saloon of his Peter Duck ketch *Mallard* (above). This was Jack Giles' design for Arthur Ransome in 1946 and she's a lot of boat in 28ft 6in (8.7m). We sat in the cabin under oil lamplight and talked about sailing, then went sailing next day. Heaven. And the sun shone.

Big picture WorldMags.net

Cornish sun shines for the briefest of moments on the four J-Class racing off Falmouth: *Rainbow* (left), *Velsheda*, *Lionheart* and *Ranger*. Photo: *Emily Harris*

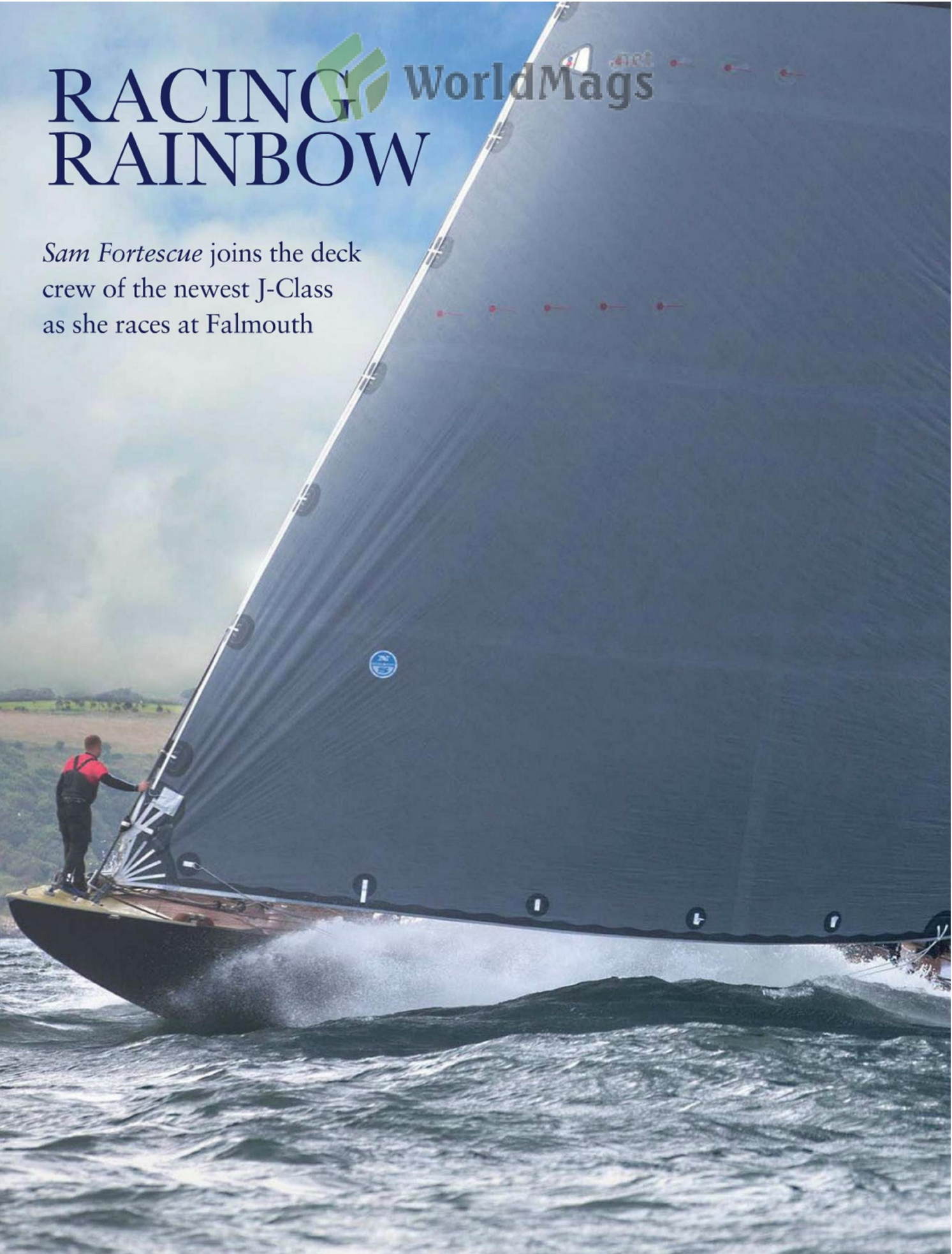




RACING RAINBOW

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Sam Fortescue joins the deck crew of the newest J-Class as she races at Falmouth



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C/O HOLLAND JACHTBOUW

C/O HOLLAND JACHTBOUW



EMILY HARRIS

Bowman Gerd “Jonny” Poortman’s gestures become more and more frantic. Standing at the luff of the jib, peering along the approaching start line, he’s whirling his hands around each other faster and faster. ‘Pick up the pace,’ he seems to be saying. ‘Power up the sail and fetch the line.’

There’s a cloud of smoke and a dull report from the committee boat as we cross. *Rainbow*’s crew is all lying flat along the deck to reduce windage, heads poking over the weather rail. We made the top of the line for our start, so we can’t see the other boats, all on starboard tack, but I can see a phenomenal wake emerging from behind the mainsail. Tension mounts.

Halfway to the windward mark, we tack, with a horrifying twanging from the runners. The order comes from tactician Mark Neeleman, is picked up by crew boss Rogier van Overveld, and flashed along the deck to the bowman. Those with a specific task set-to, while the rest of us crowd in to the narrow area under *Rainbow*’s giant boom. Resembling nothing more than the faithful at prayer, we all face each other over the decklight, heads down and bottoms up. This is the first manoeuvre I learned when I came aboard earlier that morning.

“At training on Monday, we had someone flicked overboard by the jib sheet during the tack,” explains

Rogier. “Sometimes the sheet can flail around, and if it catches you in the face, it can do serious damage.”

The proof of this is tattooed onto Estelle’s features. She caught the $\frac{7}{8}$ in (22mm) jib sheet right in the face, smashing her sunglasses, and still sports the remnants of a black eye.

As soon as *Rainbow*’s deck begins to tilt again, we rush to the windward rail. And there, a breathtaking sight awaits. Stretched out flat, once again, we can see straight down the line from the port side, where three very different bows jostle for first place below ours. Some 200 yards along, *Velsheda*’s dramatic, pointed bow slices through the light swell; farther out, *Lionheart*’s steeper, snub nose nudges ahead, while *Ranger*’s unmistakable white hull, flared at the bow, brings up the rear.

And then it hits me; hits all of us, I think, if the grins and nudges of the crew are any indication. We’re racing one of the world’s most beautiful classes in a scene that hasn’t graced British shores since the late 1930s: a fleet of Js. Quite simply put, it feels magnificent.

Tactically, *Rainbow* has pulled off a strong start. Being farthest to windward at the line, she prevents any of the other boats from tacking until we’ve pushed them outside the lay-line to the mark. This means that we’re first to round, tacking quickly onto a reach to the spacer mark. But there’s little time to pat ourselves on the back.

Previous spread: *Rainbow*’s bow wave catches her gib on a reach

Top right: Furling the jib is a crew-intensive job
Right: *Rainbow*’s forestay develops up to 25 tonnes of pressure on a beat

PREVIOUS SPREAD EMILY HARRIS

INGRID ABERY





C/O HOLLAND JACHTBOUW



EMILY HARRIS



INGRID ABERY

The deck crackles with orders – in English, though most of the 30-strong crew is Dutch. “Send it up in the gybe,” Rogier calls up to Jonny on the bow. His team are frantically setting up the guys and sheets for the huge 10,000sqft (930m²) asymmetric spinnaker. In the waist, we’re busy with the carbon fibre jockey pole that will keep the heavy spinnaker sheet clear of the shrouds.

The six huge Lewmar winches clustered around the foot of the mast are manned with people ready to take in the spinnaker halyard at top speed, raise the pole, tighten the downhaul and finally drop the genoa. As we close the mark, there’s a constant flow of information concerning time to run, wind direction, rig tension and so on.

“Go! Go! Send it!” comes the shout. Up goes the kite, back comes the pole on the port side and in comes the guy. With a high-pitched scream, the winch brings in the spinnaker halyard at an astonishing rate – one man tailing and tidying the rope, the other prodding the buttons.

“Lock off!” Almost simultaneously, it seems, the jib begins its rapid descent of the forestay, and hands rush forward to gather in the crackling 3Di (moulded carbon) sail before it tumbles into our bow wave to turn into a gigantic sea anchor. There’s a moment’s swearing, and more bodies rush to the foredeck to lend a hand. They’re grabbing the material hand-over-fist, hauling it into a rough stack and wedging it beneath knees, feet, bodies



– whatever serves. At one point, we’re perhaps 12 or 13 people on the bow, now mercifully level as the chute fills and drags us through the water.

The whole manoeuvre takes 40 seconds, and even *Velsheda*, with her longstanding crew of race-hardened hands, cannot steal a yard on us here. As we bear away, there are a few seconds where I forget that *Rainbow* is a displacement racing boat – she almost seemed to plane round, nearly touching 13 knots. The other three Js follow in close procession astern – no more than a hull-length between each.

Downwind, the tension on deck lifts a little. Banter breaks out in little pockets. Above us billows our kite, the trimming of which is in a single pair of hands. Bushy, a generously-proportioned Kiwi, who actually made the sails for *Rainbow* himself at North Sails, stands holding the mainsheet, which passes round a big Lewmar. He keeps one eye on the wind angle, the other on the set of the sails, and calls out a mixture of ‘suggestions’ and orders in his Antipodean lilt. To the helmsman (and owner) Chris Gongriep: “165 is a nice number...” or “feeling a little flat”. To the pole-trimmers: “Got some good pressure in the sail.” Then, a few seconds later, the pressure is no longer quite so perfect. “Pole back and up.” To Katie, nearby on the main winch controls: “Small trim...” the hydraulics whirr to life: “Hold.”

Eight minutes to the downwind mark. Astern, *Lionheart* and *Velsheda* jostle for position – *Ranger* slightly behind. The four Js are bunched into a 200m-wide swathe. Four minutes. Besides Bushy’s constant commentary, there is now a new wave of anticipation, as Rogier co-ordinates the plan for lowering the kite and heading upwind. Confirmation everyone understands...

FROM FIRST TO LAST

Rainbow reaches the mark first and drops the spinnaker well, moves on to a reach, but there is a problem with the pole. Within seconds, the atmosphere on deck is sizzling – some choice Dutch words creep in. The man on the line that lowers the pole on its mast track is busy elsewhere, and a double riding turn has developed around the winch. When it’s finally resolved, we’re 200 yards square of the mark and *Velsheda* is neck and neck. Then the fog returns with a vengeance. We saw it on the hills above Falmouth, but when it sends forth its clammy legions, the white-out is total. To port, *Velsheda* is no more than a shadowy outline, the other two Js a vanishing stain on my retina.

Rainbow has to point too high to fetch the windward mark, and so we lose speed. At our next glimpse of the competition, *Velsheda* is ahead, with both *Lionheart* and *Ranger* close up. A tacking battle develops. The fog rolls back, and by the mark, we’ve slipped back to fourth.

Above: As the fog descends, *Rainbow* leads *Velsheda* and *Ranger* downwind
Above left: Her glossy mahogany interior has an art deco touch

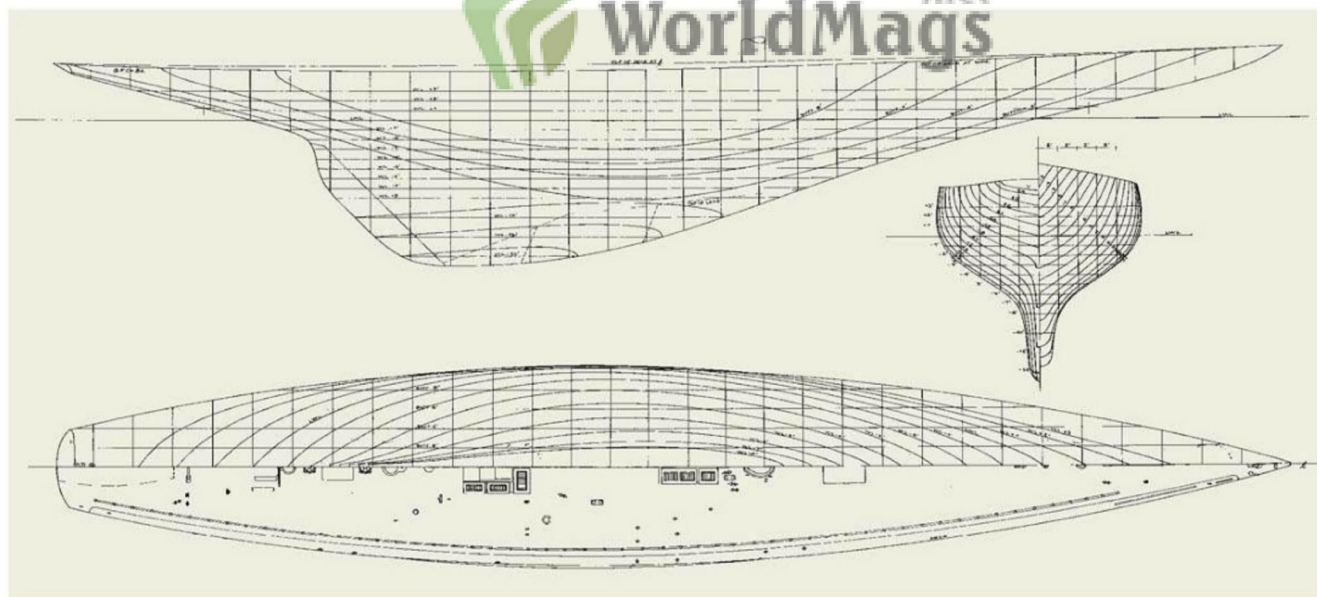
Far left: *Rainbow*’s race crew numbers more than 30

RAINBOW



PHOTO COURTESY HJB

*J-Class Rainbow: Naval architecture by Dykstra Naval Architects,
partnered with deVosdeVries design for the Interior Design*



FROM THE BOOK J CLASS 2002 BY CHEVALIER/TAGLANG

RAINBOW

DESIGNED
**Starling Burgess/
Dykstra &
Partners**

BUILT
**Holland
Jachtbouw**

LENGTH OVERALL
131ft 1in (40m)

LENGTH WATERLINE
**88ft 11in
(27.1m)**

BEAM
21ft (6.4m)

DRAUGHT
15ft 9in (4.8m)

DISPLACEMENT
170 tonnes

SAIL AREA UPWIND
**10,225 sq ft
950m²**

SAIL AREA DOWNWIND
**16,145 sq ft
1500m²**

LAUNCHED
March 2012

For the second downwind leg, it's clear that we're last. The spinnaker hoist is smartly done, but a little less urgent than before. Then the race committee alters the course, so that we now have to gybe the kite halfway down to the mark. The bowman clips on and hauls himself up the spinnaker tackline to attach a lazy sheet, hanging for no more than 30 seconds above the foaming bow wave. A large tanker has slipped in and dropped her hook on the fringe of the race area; and in the shadow of her rusty hull, a cheerful-looking fellow lifts lobster pots from an old workboat. We pass no more than 20 yards off his stern and he stops to give us a friendly wave. I discovered afterwards that 'Fish', as he's known, is a well-known crew on racing yachts when he's not working the bay.

The bow team and winchmen gybe the spinnaker pole with no more apparent effort than I might trim the headsail on my 34-footer. In a startlingly quick manoeuvre with the lazy sheet and guy, the 100kg pole is up to starboard, and we power on down towards the penultimate mark. Feeling its work is done, the fog burns off revealing a scorching sun that glints off *Rainbow's* mahogany deckhouse. Leaning out over her elegant tumblehome, I see how her gleaming hull produces an astonishing mirror-image of the seascape to windward. For a second I'm mesmerized, but before I know it, my day on *Rainbow* as race crew is over; we cross the line last, but with just 30 seconds separating each boat.

CLOSE-KNIT CREW

Rainbow quickly motors back to her berth on the outside of Falmouth Harbour. It's a strange spot, out past the coasters and the fragrant fish quay and a graveyard of rusting industrial equipment. The three other Js are tucked into the marina, but *Rainbow* is happy here because she can lie alongside the 60-year-old Dutch tug *Holland*, her mothership.

After a few minutes of phrenetic sandwich-eating, the crew assembles in the cockpit for a debrief. The message from tactician Mark is that *Rainbow* sailed a good

course, until a breakdown in communication meant that we missed a command to tack out of a header and match *Velscheda*. For a crew that has spent no more than three days racing together, and half a dozen training, it's a good performance. "By the time we get to the Solent for second regatta..." Rogier tells me, his meaning clear: The other three Js will have a real fight on their hands.

Then we disband for scrubbing, tidying and mending duties. Bushy is despatched to repair the jib, which sustained a tear during the last upwind leg. The eye where the tack of the mainsail is fastened needs to be strengthened because it is pulling out of the mast. And every inch of brightwork needs to be rinsed and wiped. Apparently there is no journalistic exemption here, so I seize a chamois leather and get to work.

NOT JUST A RACE BOAT

When I take a turn through the boat's accommodation later, I'm unprepared for the lustrous, heavily varnished mahogany cabinetry and natural oak floors. Though clad in plastic to protect from scratches and bumps while racing, the finish is sumptuous, and wouldn't look out of place in a *fin-de-siècle* hotel. The solid furniture contrasts nicely with simple white panelled bulkheads, deck head and ceilings in some of the cabins, and though upholstery is used sparingly, no expense has been skimped.

Designers DeVosdeVries have produced a beautiful, functional space. I watch a crew tidying the spinnaker. *Rainbow* has an open corridor down her centreline, allowing the sail to be stretched out and bagged below.

That night, the crews of the other Js muster aboard *Holland* for a party thrown by *Rainbow*-owner Chris Gongriep. One of the younger crew members pulls out an accordion and starts playing thoroughly un-classic chart hits accompanied by a lilting voice. Suddenly I understand one of the curiosities I observed when I arrived on the quay earlier that morning: the forest of beer kegs stowed in the tug's stern – there are some 3,000 litres of Heineken, I'm reliably informed by another crew member.



© MYSTIC SEAPORT, ROSENFELD COLLECTION

Original Rainbow: built in 100 days

Despite struggling to raise funds for the America's Cup in 1934, Harold Vanderbilt quickly chose a 1931 Starling Burgess design. She was already tested in tanks at the University of Michigan, although the materials were only ordered at Christmas 1933.

Rainbow was 2ft (0.6m) longer, 2¼in (55mm) narrower at the beam but 13 tons heavier than *Enterprise*, the 1930 winner. The Herreshoff yard built her in 100 days in bronze on steel and she was launched on 15 May 1934 with an aluminium mast and steel rod stays.

Yankee beat her 10 times in the race to select the defender, all boats experimenting with a parachute spinnaker of 15,000sqft (1,394m²), a quadrilateral headsail nicknamed Greta Garbo after its generous form, and removing the third headsail. Then *Rainbow* added five tonnes of lead pigs as ballast, and won the Astor and King's Cups to qualify as defender.

Nathanael Herreshoff declared the challenger, *Endeavour* "a perfect boat", saying the Cup was never in greater danger. The gentlemanly

atmosphere diminished, however, when her owner Sopwith accused the Americans of making their interior too flimsy, and got permission to remove some of his own fittings. In low wind, *Endeavour* pointed higher and went faster and she won the first two races, but lost the next four through weak tactics and poor handling by the amateur crew.

After a refit, Vanderbilt sold the victorious *Rainbow* in 1937 to fund a new J to defend the Cup. New owner Chandler Hovey raced her for a time, but scrapped her in 1940 for the war effort.

One of the purposes of the evening is to show off the latest addition to the J-Class fleet, and there are plenty of admiring glances. Her designer in 1934, William Starling Burgess, was once described as a 'limited artistic talent'. He nevertheless drew a boat that captivates even today.

ADMIRING HER LINES


"In the end, I chose *Rainbow* because of her lines," Chris tells me. "Very beautiful lines. *Rainbow* is nicer to see than *Yankee* – she has a nicer sheer."

Once that decision was made, the lines were transferred in earnest. J-Class rules require designers use original lines from the 1930s, adhering to the Universal Rule, dictating a relationship between waterline length of the hull, displacement and sail area. The striking shape of Js – their long overhangs and tumblehomes – are a result of this rule.

"There's enough detail to work from old lines, although sometimes there's a bit of distortion and we have to make a few corrections," says Jeroen de Vos of Dykstra & Partners. "It's pretty cool. You get a sense of how the boats move and there's lots of detail from the old days.

"But there is no re-interpretation or updating – we are recreating the same lines as in the 1930s. The only deviation from those are 10cm more on the freeboard and the aperture for the propeller."

But if the hull is unchanged from Starling Burgess's original drawings, other things have evolved. The original *Rainbow*, for instance, had almost nothing in the way of a deckhouse, more of a companionway cover. And though her modern counterpart is sleek by comparison to other superyachts, she has a deckhouse to seat six and a deeper cockpit – no bad thing when you're heeling at 25 degrees in a boat racing at 13 knots with no guard wires and slippery decks.

Rainbow may have lost out on the day to the more experienced Js, but it could easily have been the other way round. The next race, first of four in the Solent Regatta, is on Wednesday, 18 July. And maybe, just maybe, there will be gold at the end of it for *Rainbow*. 

The full story of *Rainbow*'s build appears in the next issue of *Classic Boat*. Full race coverage at www.classicboat.co.uk

2012, a great year for sailing.

Brewin Dolphin Commodores' Cup

21 – 28 July 2012, Cowes, Isle of Wight

Royal Southern 175th Anniversary Regatta

26 May – 10 June, Royal Southern Yacht Club, Hamble
Sponsored by Brewin Dolphin

Brewin Dolphin Scottish Series

1 – 4 June 2012, Loch Fyne, Argyll

Brewin Dolphin British Open Metre Regatta

27 – 29 June 2012, Royal Southern Yacht Club, Hamble

Brewin Dolphin British Hobie Cat Championships

23 – 26 August 2012, St Aubins Bay, Jersey

Brewin Dolphin Jersey Regatta

7 – 9 September 2012, St Helier Yacht Club, Jersey

Brewin Dolphin Gold Cup – International Dragon Sailing

8 – 14 September 2012, Kinsale Yacht Club, County Cork



BREWIN DOLPHIN

Celebrating 250 years

Brewin Dolphin is one of the UK's largest independent investment managers, with 41 offices throughout the United Kingdom and Channel Islands. This year we have reached a significant milestone – 250 years of client service. Having been an enthusiastic supporter of sailing events in Great Britain for over a decade, we are delighted to celebrate our heritage at these prestigious sailing events in 2012.



DAN HOUSTON

PLYMOUTH

Stirling cutter launched

The gaff cutter *Integrity*, one of the most audacious speculative builds in Britain in recent years, and the subject of our Boatbuilder's Notes pages throughout, was launched on 23 June at Plymouth's Mayflower Marina. She's the latest creation from Will Stirling & Son, and measures 43ft (13.1m), plus a bowsprit of nearly 20ft (6m). She's an

1880s-inspired gentleman's yacht with seven berths, built traditionally in larch on oak, and marks a departure from the recent slew of Pilot Cutter replicas. Broker Barney Sandeman agrees that £300,000 is a bargain, and her oak-panelled internal joinery really should be seen. CB will report fully from onboard *Integrity* in a future issue.

SUFFOLK

Classic regatta defies bluster

For the second year running, bad weather and high winds threatened Suffolk Yacht Harbour's Classic Yacht Regatta on 16 and 17 June, reports Paul Janes. Racing was confined to the Rivers Orwell and Stour, and Saturday afternoon's race was cancelled as winds gusted up to 40 knots (*below*).

There were 51 entries in 3 classes: Stellas, slow handicap and fast handicap boats. Saturday morning saw winds between 20 and 34 knots, but 22 out of the 28 starters finished the race. A few entrants sustained damage, including a broken mast and torn sails.

The overall winner was Glen Samson's West Solent *Linette*. The Concours d'Elegance was awarded to the 45ft (13.8m) Robert Clark-designed *John Dory*, owned since 1984 by Robert Platt. The Spirit Hipflask for those in most need of stiff drink was awarded to Tim Wood in his Stella *Timoa*.



PAUL JANES



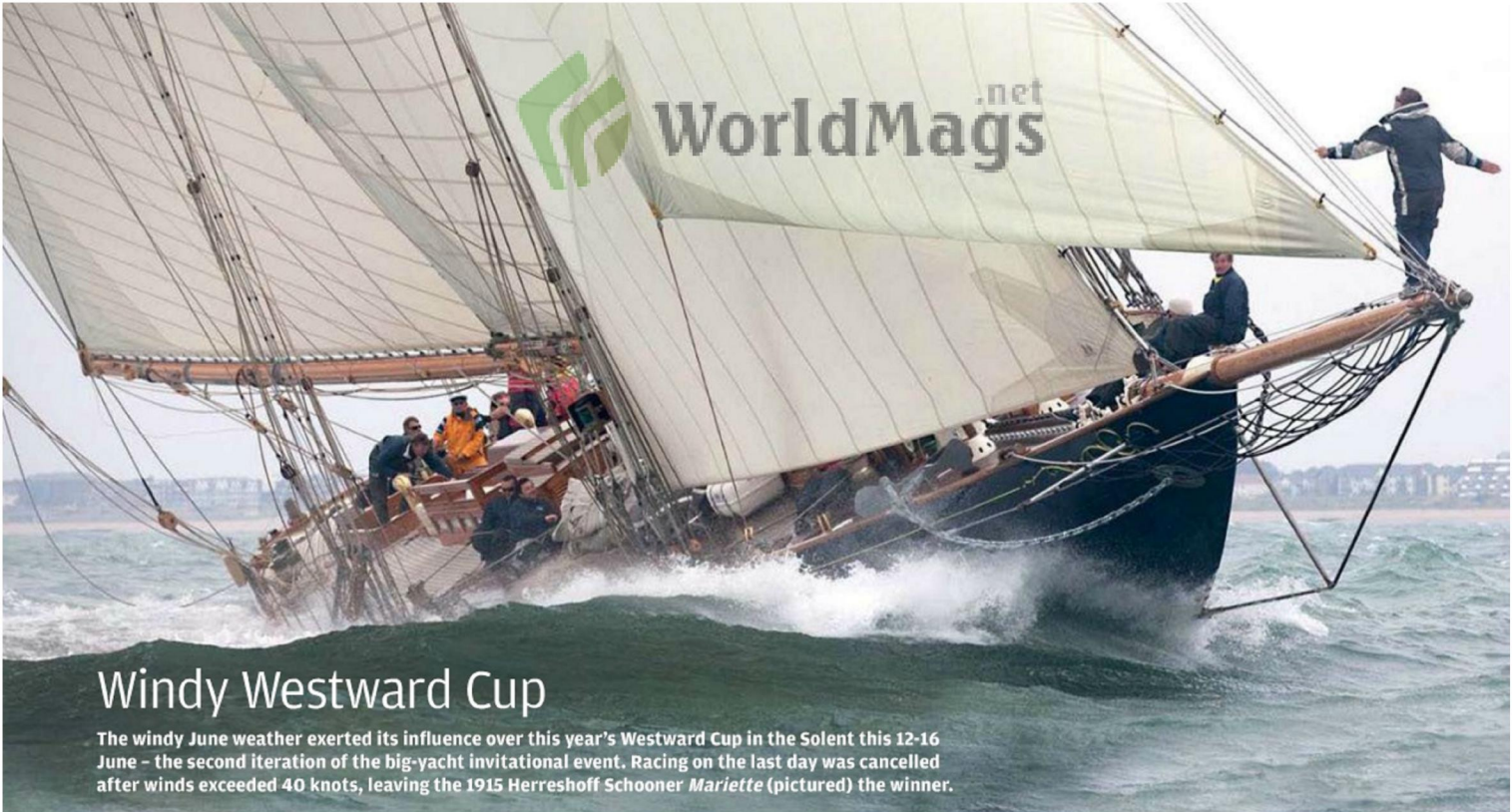
ALBERTO COCCHI, YCM

MONACO

Carlo Riva at 90

"I am so deeply moved - I don't know what to say." These were the words of Carlo Riva, founder of the famous runarounds, on 1 July. He was at a ceremony hosted by Yacht Club de Monaco to celebrate his 90th birthday, 50 years of the Aquarama and 170 years of the Riva yard. Also in attendance were Prince Albert II, who greeted him with his commemorative burgee (*above*) - and around 30 Aquaramas.





EMILY HARRIS

Windy Westward Cup

The windy June weather exerted its influence over this year's Westward Cup in the Solent this 12-16 June – the second iteration of the big-yacht invitational event. Racing on the last day was cancelled after winds exceeded 40 knots, leaving the 1915 Herreshoff Schooner *Mariette* (pictured) the winner.

LONDON

RKJ awards restoration of HMS Medusa

HMS *Medusa* was one of three winners of a £3,000 Haven Academy Award on 26 June, at a ceremony in London. The money enabled the boat's five-year restoration project to be complete in time for this year's Thames Pageant (see p44). Medusa Trust spokesman Alan Watson said: "The award was perfectly timed to help us put the finishing touches to *Medusa*." She is a 72ft (22m) Admiralty launch that saw service in the Second World War.



ROBERT PRYKE PHOTOGRAPHY

PLYMOUTH

First British Square Metre regatta

The 22-Square Metre yachts held their first ever British regatta this 9-10 June in Plymouth Sound. Four of the 22s, three 6-Metres, a 5-Metre and a Tumlar made up the fleet for the event, which has been christened 'British 22-Square Metre Championship and Classic Keel Boat Regatta' by its organisers – the British Classic Yacht Club and Cremyll Keelboats. Overall winner was the 6-M *Titia*.

SOLENT

Classics falter at the Round the Island Race

The Solent was a scene of furious white horses, as a stiff Force 6 meant that a quarter of the 1,647 race entrants retired or failed to start the Round the Island Race in June. Some of the fast modern yachts were on full plane, and for the first time in recent years, the race's top accolade, the Gold Roman Bowl, was not won by a Folkboat or a Contessa 26; that honour went to the 52ft (15.9m) monohull *Manroland Sheetfed*. Winner in the classic yacht division was the Kim Holman-designed *Twister Sea Urchin* (28ft/8.5m), with an elapsed time of 9h 36min. 1902 Fred Shepherd schooner *Coral of Cowes* (pictured, left) won the Shamrock Challenge Trophy, as the first gaffer to finish (7h 56min).



MANDY GREGG



Distinctive workboat from Hartlepool

The Coble is one of the most distinctive of old British workboats, with compound sheer, broad clinker planking and narrow transom. *Madelaine Isabella* was built in 1912 by George Cambridge at Hartlepool for the Handyside family, bought by Steve Emmerson of Flamborough in 2000 and is now back in full sailing fettle.

Swiss movement, English heart

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LONDON

RICHARD JOHNSTONE-BRYDEN



Historic Wherry gathering

Echoing the Norfolk mantra of "Do Different", five of the eight surviving wherries gathered on Wroxham Broad at the start of the Jubilee weekend (2 June) for the largest event of its kind since 2005, reports Richard Johnstone-Bryden. As well as marking the Queen's Diamond Jubilee, the event was the centenary of the launch of *Ella* – the final Norfolk trading Wherry. Sadly *Ella* was not among those present, having been scuttled after the Second World War. However, the last Wherry Yacht to be built, *White Moth*, and the last pleasure Wherry, *Ardea*, were among those at Wroxham. President of the Norfolk Wherry Trust, the record-breaking yachtsman Sir Timothy Colman, issued a plea for Wherry owners to pool their collective knowledge of maintaining these impressive craft and to start actively involving young people.

TRANSPORT TRUST AWARDS Life achievement award for Thames bargeman

Peter Dodds, owner and master of Thames Barge *Mirosa*, received a Lifetime Achievement Award at this year's Transport Trust Awards, presented by patron Prince Michael of Kent at London's Trinity House on 18 June, reports Peter Willis.

Peter and his wife Sally bought the boat in 1976 and lived aboard for 20 years, restoring her in the winters and chartering her in the summers. To complete the work, they set up their own boatyard, the Iron Wharf in Faversham, Kent. *Mirosa*, an 82ft (25m) 'stackie' barge, built in 1892 by John Howard of Maldon, was for a time the only engineless barge on the Thames.

Windermere Steamboat Museum boats *Osprey* and *Merlin* received £2,000 awards, as did Harbour Launch HMS *Medusa* and the Uffa Fox-designed *Huff of Arklow*, owned by the Eyemouth International Sailing Craft Association and being restored at Mashfords yard in Cremyll, Plymouth.



LIZ JACKSON

Tideway Challenge weekend

Twenty Tideway dinghies gathered on 26 May at Marconi Sailing Club on Essex's River Blackwater for the Tideway Challenge Trophy, reports Nick Hillman. *Andante* (TW1), sailed by Richard and Debbie Phillips, won all three races. Short-tacking against a strong flood tide caused a few collisions, but the Tideway fleet is far too Corinthian to let rules spoil a good day's sailing.

HERITAGE LOTTERY FUND SS Shieldhall in £143,000 award

SS Shieldhall, the 268ft (82m) 1955-built coastal tanker (below), and National Historic Ships flagship in 2009, is having a great year. First she gained an MCA licence to carry passengers once again, and now she has won a £143,000 grant from the Heritage Lottery Fund for a four-year conservation project to keep her at sea. With two triple-expansion steam engines developing 800bhp each, she's the largest working steam vessel in northern Europe.



OLD PULTENEY AWARDS Do you know a sailing club hero?

Whisky distiller Old Pulteney is calling for submissions for sailing club 'heroes' in three categories: work (best volunteer), bravery (aiding a fellow sailor) and sailing greatness (achievement). Three runners-up will each be awarded £1,000 for the club, a 17-year-old bottle and a shield. The winner will be awarded a personal cheque for £1,000, a trophy and a bottle of 21-year-old, recently named the 'world's best whisky' in *Jim Murray's Whisky Bible*. Download the entry form at www.oldpulteney.com



WORD OF THE MONTH Bootneck

"A Royal Marine (British Special Forces), known to the rest of the armed forces as bootnecks. They used to cut the top from a leather boot and wear it like a neckbrace to stop sailors cutting their throats while they guarded officers in the days of old."

The Sailor's Word Book of 1867



C/O GRAND POSEIDONION HOTEL

GREECE

The classics come to Greece

It was only this 21 to 24 June that Greece hosted her first major classic yacht regatta. The Spetses Classic took place on the eponymous island with 50 boats in attendance, ranging from the 117ft 2in (35.7m) *Candida* of 1929 to the ubiquitous 'Aegean schooners' – a catch-all term for a number of local types that appear in both workboat

and yacht guises. One was crewed by local fishermen who had cut their own sails just the week before: they won their class. The special 'prize for gallantry' from sponsor Chivas Regal went to the 51ft (15.6m) Fred Shepherd ketch *Glaramara*, built in 1947 and recently restored. She belongs to Stratis Andreadis, co-

founder of the regatta and prominent Greek yachtsman. The only sign of turmoil on Spetses came not from the euro, but the Euro: where Greece's football team was defeated during the regatta. It was soon forgotten in the Force 3 breezes, 36° of heat and the splendid, restored Poseidonion Grand Hotel, hub of the regatta.

Above: 1936 Philip Rhodes sloop *Tincano*, rescued by hotel director Antonis Vordonis. Little and large are: *Navisa*, 1907, and the schooner *Fleurtje*, 1969



ANNA SANDORINI

EURO VOYAGE

Solo Ness Yawl passes Iron Gates

Giacomo de Stefano approaches the Iron Gates of the Danube River, under a southeasterly katabatic wind known locally as the 'Koshova'. He left London in May 2011 on his 3,200-mile journey to Istanbul. He and his boat (a 19ft/5.8m clinker ply Ness Yawl to an Iain Oughtred design) have been through Britain, France, Germany, Austria, Slovakia, Hungary, Croatia and Serbia: just Romania, Bulgaria, Ukraine and Turkey to go now... To learn more about this incredible voyage, visit www.manontheriver.com.



AUSTRALIA

Sydney to Hobart

It began as a casual conversation late last year between two Sydney Amateur Sailing Club (SASC) skippers. Now it's grown into a major project that should see eight or more wooden yachts on the club register cruise in company to Hobart for the Australian Wooden Boat Festival in February. The route is famous for the occasionally treacherous, 630nm Sydney to Hobart race; this particular cruise takes place outside the auspices of the SASC. Picture shows: The well-performing 1965 sloop *Mister Christian* (David Salter & Ben Gray), which will make the trip to Hobart again after a 44-year gap.



C/O CHRIS MUSLER

USA



Lloyd's Register saves 6-M replica

A replica 6-Metre, whose build was interrupted by questions over her authenticity, is back on, writes Chris Museler. European members of the International 6-M Class had raised concerns in winter 2011 that the aptly-named *Mystery* was being built to the wrong drawings.

"Several boats appear to have shared a 1927 Johan Anker design, including *Mystery*," says Matt Cockburn, of the North American 6-Metre Association. But during a chance visit to the New York Yacht

Club in June, the project's design consultant Greg Stewart found the *Lloyd's Register* volumes for the late 1930s and early 1940s, showing just one of the three yachts had emigrated to the USA. "I just found the right books," says Stewart who has overseen many of the US 6-M projects, "and *Mystery* was on again."

Lisa Benson at Norway's Sjøfartsmuseum found the original design for the boat, which sailed for the US in the 1936 Olympics and was sunk off La Jolla, California, in 1970.



JOHN JEREMY

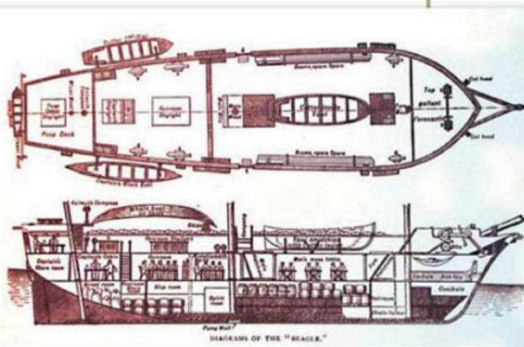
CHILE

Devon boatbuilder to sail Beagle yawl in Chile

Fresh from launching *Integrity* (full story coming soon) and two expeditions – Row to the Pole with Jock Wishart in 2011 and cross-Channel in a 14ft (4.3m) dinghy (CB289) – Devon boatbuilder Will Stirling is working on a replica of a 26ft (7.9m) ship's boat from Darwin's *Beagle* (amidships in the image, right). He plans to sail from Chile's Punta Arenas on the Magellan Strait, down the western coast of Tierra del Fuego and through the Beagle Channel to Ushuaia.

The boat, an engineless, partly-decked yawl, will be navigated by traditional equipment and cover 300

miles through rugged, uninhabited territory, exposed to the Southern Ocean in the 'furious fifties'. Building work starts this month, as soon as 43ft (13m) cutter *Integrity* is out of the shed. The expedition will cost around £75,000 and is due to leave in March 2013.



C/O LENNUSADAM MUSEUM

ESTONIA

New museum

A major new maritime museum has opened in the Lennusadam Seaplane hangar in Tallinn, the old Hanseatic port and capital of Estonia, writes Hakan Mitts. The exhibition area of 70,000sqft (6,500m²) includes a collection of ice yachts and the oldest steam-powered icebreaker in the world, *Suur Tõll*, moored outside. Of special British interest is the Lembit submarine, built in 1936 by Vickers-Armstrongs at Barrow-in-Furness for Estonia.

Things to do this month



TAITTINGER ROYAL SOLENT YACHT CLUB REGATTA 27-29 JULY

Yarmouth, IoW

This event has been quietly growing, with 162 modern and classic boats attending last year, including an increasing number of gaffers, which raced in their own class for the first time. Rear Commodore Mark Hall, said: "We will once again beat recessionary tendencies with this popular, fun, family-friendly and inexpensive event."

Tel: +44 (0)1983 760256, www.royalsolent.org



RISØR WOODEN BOAT FESTIVAL 2-5 AUGUST

This year marks the 50th anniversary of one of the world's biggest and best festivals of floating wood. In Norway. Tel: +47 9138 7355, www.trebatfestivalen.no



CORSICA CLASSIC 26 AUGUST - 2 SEPT

Annual regatta on the CIM circuit on the beautiful French island of Corsica - past entrants have included schooner *Sunshine*. Tel: +33 (0)6 2764 8322, www.corsica-classic.com

ANSTRUTHER SAILING MUSTER 9-12 AUGUST **NEW**

Fife, Scotland

Annual gathering for sail and power in this pretty town on the Firth of Forth with, for the first time this year, a classic boat rally. This will be in the same vein as London's Thames Revival rally, after Bill Kennaway, sailing secretary of the Anstruther Sailing Club, took his Fairey Atalanta to that event in 2009. As a point of interest, Anstruther is pronounced 'Ainster' by its residents. Tel: +44 (0)1333 313172, www.anstruthersailingclub.org.uk

Next month in Classic Boat



SKYLARK & ARGYLL In the Bluebird Cup

Now part of the fixture at the Voiles de St Tropez, the Bluebird Cup began last year as a match racing challenge between Tara Getty's *Skylark* and Griff Rhys Jones' *Argyll*



PILOT CUTTER FREJA Luke Powell beauty

After years of painstaking work, the latest of these totally traditional Bristol Pilot Cutters is launched



BUILDING RAINBOW Aluminium classic?

CB reports from the Netherlands on the story behind the building of the latest J-Class, *Rainbow*, from lines plan to launch

PLUS:

Classic Cruising Grounds take us to the East Coast's River Orwell; a very well travelled XOD; and John Cobb's search for speed in *Crusader*

PLYMOUTH- LA ROCHELLE 25-31 JULY

Rebirth of a classic race, first held in 1939, via Douarnenez. Tel: +44 (0)1752 660077, www.rwyc.org

CARDIFF BAY 10-12 AUG

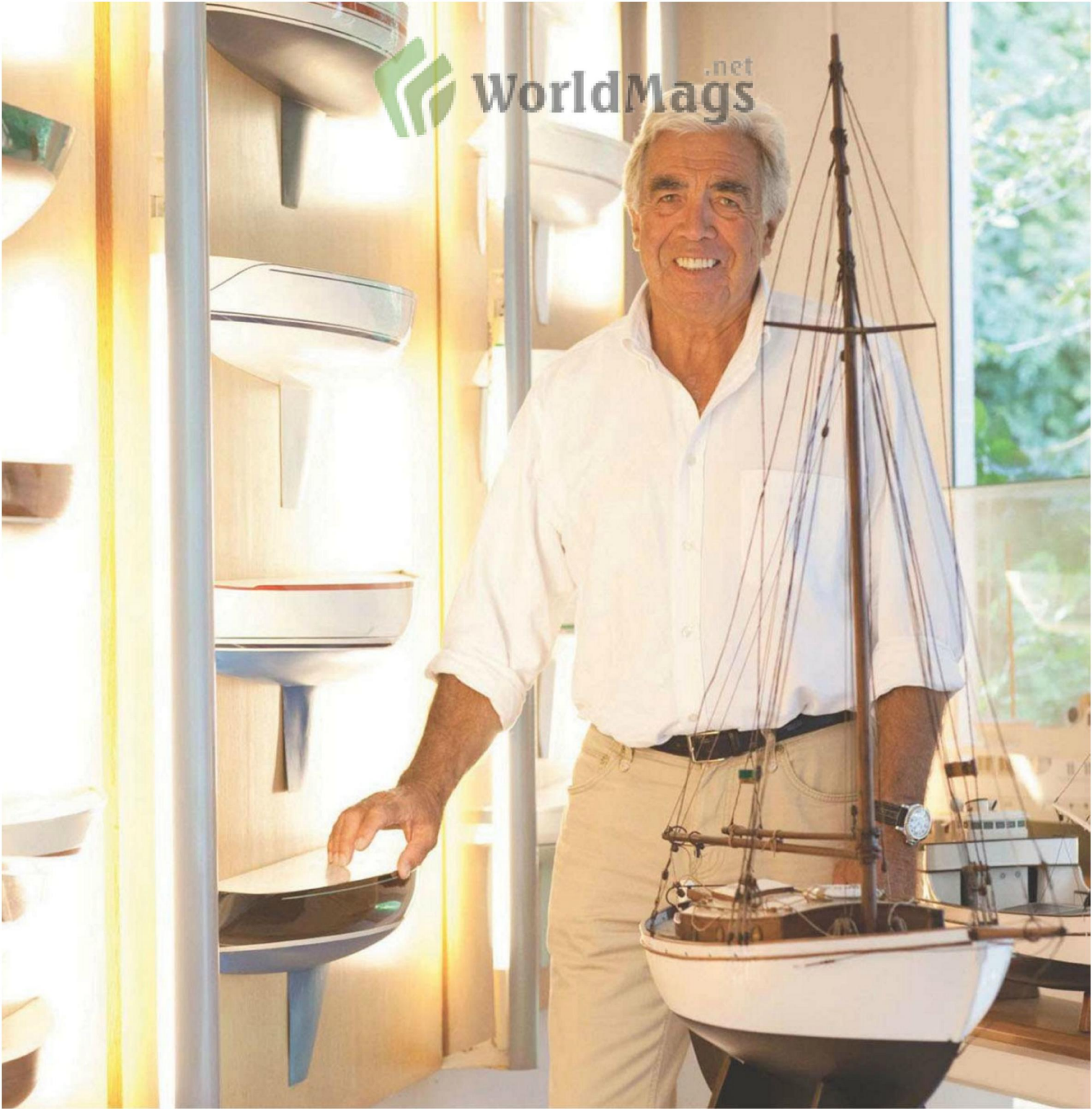
Cardiff Bay Classic Weekend and AGM. The Classic Motor Boat Association's main rally of the year with 40-50 wooden runabouts. www.cmba-uk.com

COWES 24-27 AUG

Cowes Classic Powerboat Rally Isle of Wight, Tel: +44 (0)7973 349769, www.powerboatrally.com

PORT TOWNSEND 7-9 SEPT

36th outing for the original American wooden boat festival. www.woodenboat.org



www.

CLASSIC YACHT.TV

Classic Yacht TV, an online channel telling stories within the classic yachting scene, is coming soon. Featured programmes include an interview with German Frers, TS Rigging and the Cutty Sark, cooking onboard Mariquita and repairing Mariette's mainsail.

Register your interest: www.classicyacht.tv

Contact Emily Harris: emily@classicyacht.tv



Francis Swaine (1715-1782)
A Squadron of the Red heaving-to in a heavy swell
 oil on canvas
 25 3/4 x 39 3/4 in. (65.4 x 101 cm.)



John Thomas Serres (1759-1825)
A view of Liverpool from across the Mersey
 oil on board
 7 1/2 x 11 1/2 in. (19 x 29.2 cm.)

ROUNTREE FINE ART

announces an upcoming exhibition of Maritime art in October 2012



Ange Joseph Antoine Roux (French, 1765-1835)
A view of the port and harbour of Marseilles, taken from the Place de L'Abbaye Saint Victor
 watercolour
 16 1/4 x 27 1/4 in. (41 x 69 cm.)



Claude Muncaster R.W.S. (1903-1974)
Depth charging Eastern Med. 1943 'U' boat destroyed as a result
 watercolour, heightened with white
 10 1/4 x 14 1/2 in. (26 x 37 cm.)

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ARTCURIAL MARIEHAMN, ÅLAND

Baltic bubbly gets better with age

BY DAVE SELBY

A bottle of champagne stored in ideal conditions – at the bottom of the Baltic Sea for around 170 years – has sold for £14,400 (€18,000). And according to the experts, the Veuve Clicquot Ponsardin tasted great, with “impressive length and mineral notes on the palate”. It even still had bubbles.

The bottle was among a cargo of liquid gold discovered in 2010 on a shipwreck lying 160ft (48m) down among the Åland archipelago between Sweden and Finland. The constant pressure of 5 bar and temperature of 4 to 6°C, along with the ambient darkness, resulted in “exceptional aromatic and gustatory qualities,” say experts who have tasted the bubbly bounty.

Although the sunken schooner's identity remains a mystery, marine archaeologists have dated the



shipwreck to the 1840s. The haul, owned by the government of the Åland Islands, a province of Finland, comprises the oldest champagne ever recovered from a shipwreck, with bottles from the marque of Juglar, which disappeared in 1829.

In total 162 bottles were recovered and 79 of them found to be intact, still fizzy and drinkable when tested by experts, who appraised each bottle and recorded

Above: A single bottle of Veuve Clicquot Ponsardin from the 1840s fetched £14,400
Below: Nelsonian pistol-sword



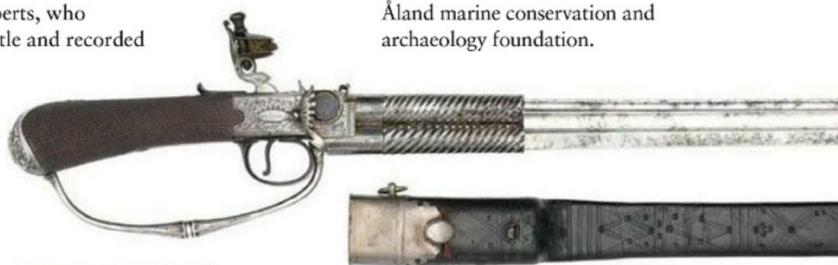
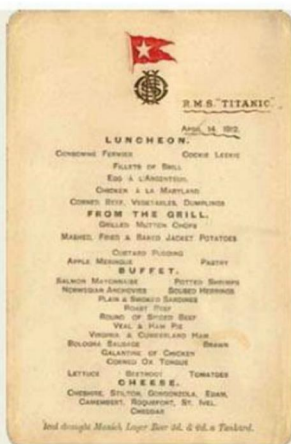
tasting notes before resealing the precious bubbly. World renowned champagne expert Richard Juhlin commented: “Champagne possesses an undeniable ability to age perfectly. No other wine could have survived in such condition and developed such aromas.”

The Veuve was the most valuable of eight salvaged bottles sold for a total of £77,200 (€96,500) in a special sale hosted by French auction house Artcurial in Mariehamn, capital of the Åland Islands. The sale proceeds are to be put towards an Åland marine conservation and archaeology foundation.

HENRY ALDRIDGE

Titanic last lunch

A first-class menu for the last lunch aboard the *Titanic* sold for £76,000 at one of a number of auctions held to commemorate the centenary of the disaster that claimed 1,522 lives on the night of 15 April, 2012. The menu, offering delicacies such as Egg à l'Argenteuil among its 40 choices, left the ship in the purse of first-class passenger Ruth Dodge. It was star lot in an auction held by specialist Wiltshire house Henry Aldridge & Son. The auction house, regarded as the world leader in *Titanic* artefacts, is planning two further auctions this year – the next one on 27 July.



BONHAMS LONDON

Nelson's call to arms

A lethal pistol-sword owned by one of Lord Nelson's more colourful associates is likely to be hotly contested when it comes under the hammer at a Bonhams Antique Arms sale on 25 July in London.

Alexander Davison was a long-time intimate – effectively a manager and agent to Nelson. That was until 9 January, 1806, when, as one of the four appointed principal members of Nelson's household, Davison broke his white staff of office and placed it on his master's coffin as it

was lowered into the vault at St Paul's; it remains there to this day.

As for the fine flint-lock pistol-sword, Davison may well have had use for such a deadly, concealed weapon. In the early 1800s, he spent two spells in prison for electoral and financial fraud. However, he showed a better self in managing Nelson's financial affairs, even commissioning medals for the 1798 Battle of the Nile at a cost to himself of £2,000 (£120,000 today). Guide price, £10,000 to £15,000, but could go higher.



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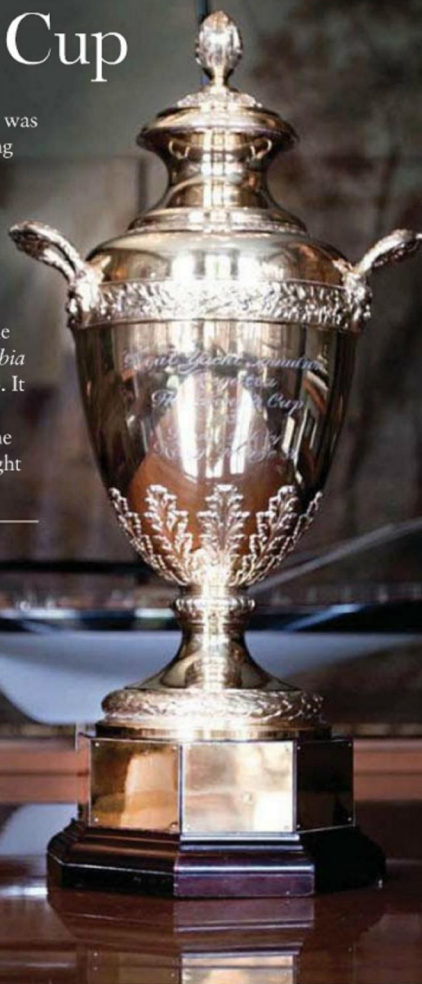
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King's Hundred Guinea Cup

This wonderful gilt trophy was originally presented by King George VI at the Royal Northern & Clyde Yacht Club in 1937. The trophy was last won by Eric Maxwell with the 12-Metre yacht *Sceptre*, which competed against the American defender *Columbia* in the 1958 America's Cup. It will be presented to the winning J-Class yacht in the race around the Isle of Wight on 21 July 2012.

Crafted by Carrington & Co.
London in 1927



Corinthian King's Cup

First presented in 1914 by King George V to the sailing yacht *Cestrian* as the King's Cup, this will be presented each year as a perpetual trophy "for friendly competition between J-Class yachts, each sailed by an amateur owner". On permanent loan from the Royal Northern & Clyde Yacht Club.

Crafted by R & W Sorley, Glasgow in 1914



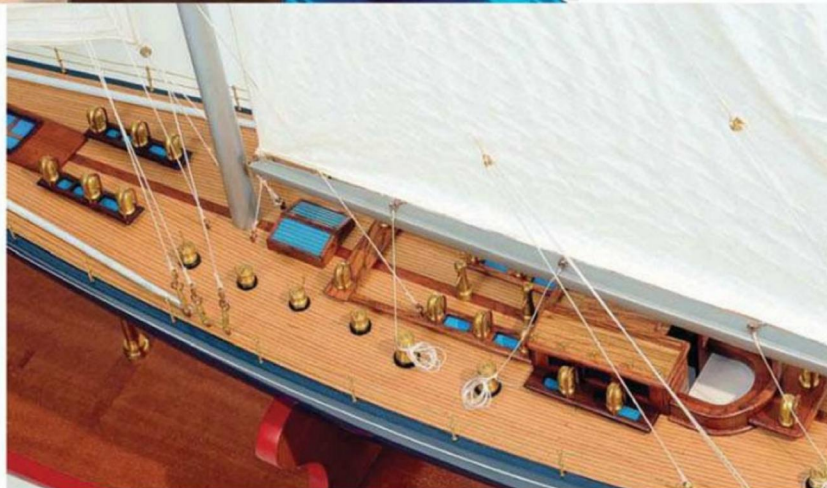
Queen's Cup

Queen Victoria gave this 5.3kg cup to the Royal Southampton Yacht Club in 1897 during her diamond jubilee year. It is awarded annually at the RSYC's most prestigious race. This year, it will be presented by Prince Michael of Kent, Admiral of RSYC, to the winner of the J-Class Solent Regatta taking place from 18 to 20 July.

J-class model

If you baulk at the £15m price tag of a new J-Class, here's another option: a 590mm long model of *Endeavour*, the 1934 America's Cup challenger, from Premier Ship Models. Inspired by the original design by Charles Nicholson for Thomas Sopwith, she has similar lines and some details that made *Endeavour* the best J of her day. From £240

+44 (0)20 8447 1884
www.premiershipmodels.com





AT THE McGRUER REGATTA

TWO CAREFUL OWNERS

Never restored, because she's never needed it; *Kathy Mansfield* went aboard this jewel from McGruer

There are some wooden yachts that have been in the same ownership for over 40 years, from the day they were built. But very few can still be in such superlative condition as the magnificent 55ft (16.8m) McGruer ketch *Cuilaun*. Especially when you consider that she has been across the Atlantic no fewer than eight times with her owners, taken part in numerous races (she won her class in the Antigua Classics in 2005) and cruised the British Isles, the Mediterranean, the Caribbean and the US East Coast, meeting her share of heavy weather throughout those years.

Cuilaun has survived well, and had some luck, too, despite an alarming affinity to workshops on fire. The first was in Bass Harbor, Maine, where she was overwintering on a wooden cradle next to a shed which turned into an inferno, destroying everything inside and around. A quick-thinking worker revved up a tractor, hitched the cradle behind it and heaved the boat out of the path of the flames. The second was in Manchester-on-Sea, Massachusetts, which *Cuilaun* again survived unscathed. Hazards to boats come not only from the sea.

However, this story really starts in 1969, with a Dragon owner: Irishman

Michael O'Flaherty. He had come to the McGruer yard in Clynder to buy a genoa, and saw one of James McGruer's 8-Metre cruiser-racer designs, *Nambara*. She'd been built at the Bute Slip Dock Company, because the McGruer yard was too busy, and was on her way to Ireland, where Michael saw her again and eventually bought her. But he longed for a larger boat from McGruer's, an extension of the famous 17-Ton yawls like *Sule Skerry*, *Coigach* and *Westward*, all of which are still sailing proudly today.

And so *Cuilaun* was commissioned, and built, in 1970. Michael remembers the day she was launched: he called her a masterpiece of McGruer workmanship. Since McGruer's were already known to build masterpieces, she must have been quite exceptional, and she was. Built to Lloyds 100 A1 standard, she was nevertheless the very first yacht that James' son George McGruer had designed on his own.

BELLE OF THE BALL

I first saw *Cuilaun* when photographing in Maine at the Eggemoggin Reach Race, and admired her sweeping sheerline and powerful bow. Her varnish and full hull stood out among the white hulls, and downwind, I first saw her soaring spinnaker and staysail in Irish colours.

It's not easy to keep a varnished hull in tip-top condition, but she hasn't been neglected.







Previous page:
Cuilaun slides
downwind in her
Irish colours
Left: Cuilaun's
beautiful interior
and cockpit

She's been revarnished through the years in various places, including McGruer's yard, and by the top varnisher in Antigua. Brian Smullen, joint owner of *Cuilaun* alongside Michael, shakes his head in admiration. "Fantastic!"

The two men have shared many voyages, many harbours, gales, friends, rums and whiskies over the years. Brian's enthusiasm for sailing the boat hasn't waned – indeed, *Cuilaun* made the passage from Lymington on the Solent to the McGruer Regatta during the cold, wet, gale-strewn days of early May, when many would have thought twice about an Irish Sea passage.

With just a few days left until the regatta, Brian wrote from Weymouth, where he was sheltering en route: "All is not yet lost... With a possibility of a break on Tuesday and a smidgen of luck, we might make it in time." A few days later I remember getting an exultant email from regatta organiser, Gordon Drysdale, as I set off in the car for Scotland. "We have *Cuilaun*." That said it all. The belle of the ball had arrived.

I stepped aboard for the first time at Rhu Marina – just across the Gareloch from Clynder and Rosneath, where the McGruer yard was based. In the bright sunshine, her woodwork gleamed and her deck seemed clean and clear for a powerful ocean racer from 1970. Her cabin roof is elegantly low with newly varnished teak topsides, nicely in proportion.



Above: *Cuilaun* races in light airs

I also liked *Cuilaun's* deep cockpit: roomy, varnished and well appointed with all the navigation equipment that you would expect on such a globetrotter. Instead of a wooden doghouse, she has a heavy-duty, collapsible sprayhood that looks the business for Scottish or Irish seas, but disappears for the Med or the Caribbean.

Down below, her saloon is convivial, as you might expect from the bonhomie of her Irish owners. It is full of light from the row of windows above, which illuminate the teak edgings of the mahogany-faced plywood, comfortable seats in buttoned red leather, and a bookcase. Behind the seats are pilot berths and behind them, a McGruer feature that I particularly like – mahogany battens, running horizontally round the inside of the frames. They let the air circulate and offer a comfortable backrest with a view of the structure of the boat and its fine woods. The craftsmanship of these boats deserves to be seen as an art form, and here it is, adding to the warmth and elegance of the saloon.

EVOLUTION, NOT RESTORATION

This is a boat that has never needed serious restoration. True, she's relatively young at just 42 years, and she has been well cared for. But a look at *Cuilaun's* scantlings also helps explain her longevity. She is built almost entirely of teak and afromosia, known as African teak,

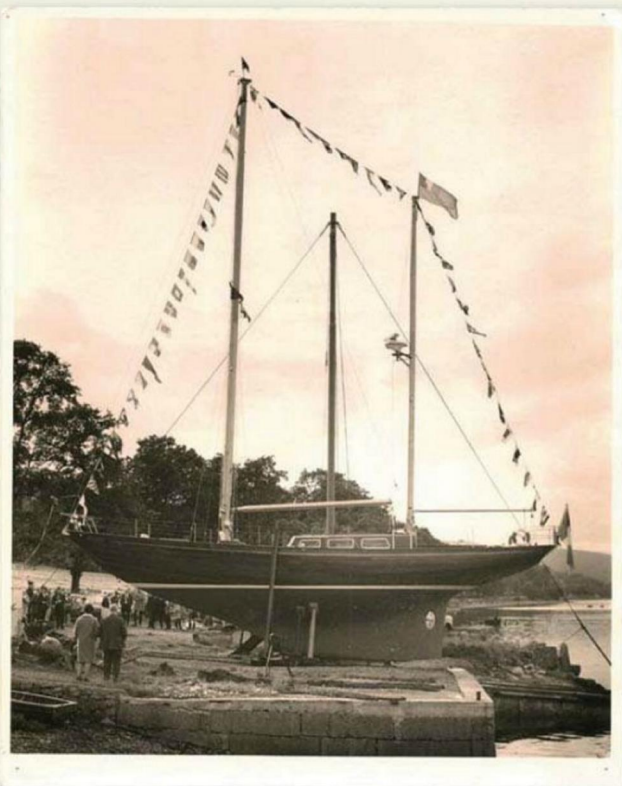
which is particularly good for laminating and bending. Her planking is 1½in (29mm) teak, as is her transom, deck, cabin sides and coamings. Laminated afromosia frames are positioned at 13in (33cm) intervals, and her rudder, stem and stemposts are all made of the same stuff.

On the other hand, *Cuilaun* has undergone a process of gentle modernisation over the years. Take her fine saloon, for example. Originally, she sported some 70s-style armchairs, but they were replaced by another seat and mahogany storage during one of her trips back to the McGruer yard.

She has had at least two new teak decks, laid in ¼in (6mm) tongue-and-groove stock on ½in (12mm) ply. And she has also accrued a watermaker, air conditioning, and other comforts – as well as a more powerful engine, changing her Volvo MD21 for a turbo-charged Yanmar 75hp auxiliary.

But part of what makes *Cuilaun* so special is her design, not simply her fabulous condition. She emerged from the mind of George McGruer, the fourth generation of the six spanned by the family's boatbuilding legacy (see history CB287). He studied naval architecture at Glasgow in the 1960s and was part of the golden era of McGruer's which came after the Second World War.

Inevitably, yacht design has moved on, along with technology, but *Cuilaun* has some characteristics that



COURTESY OF FRASER NOBLE

CUILAUN

LOA

55ft (16.8m)

LWL

35ft (10.7m)

BEAM

12ft 8in (3.9m)

DRAUGHT

7ft 5in (2.3m)

SAIL AREA

1,172 sqft
(109m²)

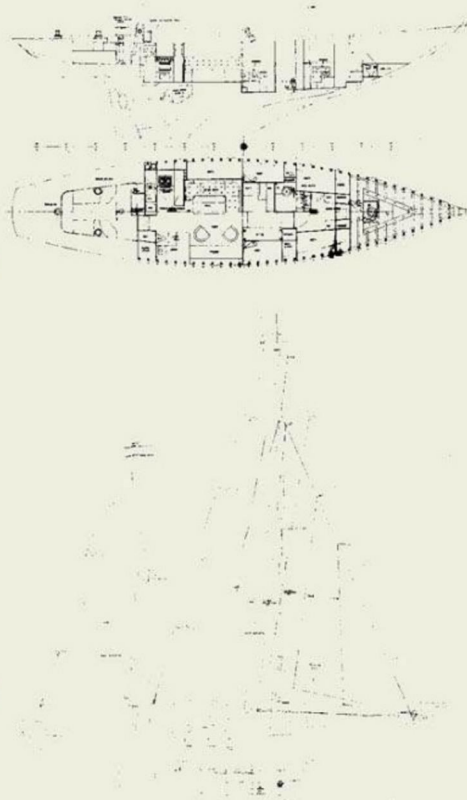
DESIGN

DISPLACEMENT

46,076lb
(20.9 tonnes)

DESIGNER / YEAR

George
McGruer, 1970



modern cruiser-racers would do well to bear in mind. With no cabin aft or in the forepeak, she is a little less commodious on a cruise, but remains very seaworthy and fast. And her long keel and configuration also gives her good directional stability.

SPAWNING A SERIES OF WINNERS

Having cut his teeth on *Cuilaun*, George went on to design a whole series of successful racers and cruisers that competed at the top level, following in the footsteps of his father James. McGruer's had strong links with the Admiral's Cup and a good number of Irish owners – James had been made an honorary member of the Royal Irish Yacht Club. So when Dr Otto Glaser commissioned a 42ft (12.8m) sloop from George to compete as part of the Irish Admiral's Cup team, it was a continuation of a long association.

Tritsch-Tratsch I was built in 1971 and did very well from the start. An offshore skipper had seen her in the yard and said to his colleagues at Holyhead Yacht Club: "Either we're all wrong, or he's all wrong." After the new *Tritsch-Tratsch II* won handsomely in 1973 Admiral's Cup, he went back to his club and told fellow members: "We're all wrong."

Above: Cuilaun on launch day in 1970; and with her fast lines

It was thanks to the underwater body that George had worked on, with a more marked forefoot, a more separate keel and a huge rudder with solid vertical stock. The underwater sections were almost straight from the garboards to the hard turn of the hull above the waterline, and a wider stern than some in those racing days. Her waterline beam was 10ft (3.1m), and her beam on deck 12ft 8in (3.9m), while her wetted surface area and displacement were small.

"Cunning George", as one newspaper article dubbed him, had done it again. She stayed ahead of Edward Heath's *Morning Cloud* consistently, even though she had a lower rating, and later beat her in the Fastnet Race. *Morning Cloud's* crew referred to the McGruer boat as the "wee Mac with the red spinnaker". Other boats based largely on *Cuilaun* were the mahogany-built *Ceresio* and *Talisker Mhor*, plus the 49ft (14.9m) *Glory Be IV*, with shorter ends but a waterline length and beam unchanged, and *Nippy Sweetie*.

It was a remarkable portfolio of work. As Dorothy McGruer told me having sailed often with husband George, "they are never shoogley" – never shaky or broaching. Now there's a good Scottish word. Never underestimate these Scottish designers. They know a thing or two. 🌊



258ft Steam Ship "SS DELPHINE"

DELPHINE is an exceptional ship built in 1921 and totally rebuilt between 1997 and 2003, thanks to her passionate owners, into a modern super yacht keeping her unique classic character.

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102ft "MOONBEAM OF FIFE III" 1903.

The story of the Moonbeams began in 1858 with Moonbeam I & II. In 1902 Charles Plumtree Johnson, an eminent London lawyer, decided to go back to William Fife for the creation of his 3rd yacht taking into account his navigation projects as he wanted to race under the new RORC tonnage which included sailing ships with fitted-out interiors. Moonbeam III was launched in 1903, hull n° 491 to leave the Fife yard. The result was a magnificent yacht which has now become one of the most successful classic yachts in the world. Her streamlined shape and large sail surface area both make for an extremely elegant and unique yacht.



“It could hardly have been more successful, and won’t be the last”



Gathering of the McGruer clan

With the exceedingly indifferent weather of early May, it was unexpected to have a clear, fine weekend – and in Scotland, at that. Organised by enthusiast Gordon Drysdale, this first McGruer Regatta in 15 years was lit with a summer cheerfulness. It could hardly have been more successful, and it won’t be the last.

The regatta weekend was like a gathering of old friends, some coming from as far afield as South Africa, Australia and Dubai. It was a time to reminisce about McGruer boats and their builders; a time for spellbinding tales of voyages. The seven McGruer brothers were remembered with fondness, each quite different. And knowledgeable owners spoke about the succession of McGruer boats that had been theirs. The enthusiasm was palpable, the atmosphere welcoming, and

around us, the hills and headlands formed a stunning backdrop; their dark blues and greens running down to the lighter waters of the loch, and the steely expanse of the widening Clyde.

REGATTA IN NUMBERS

Twenty-three boats came to the Gareloch, mostly McGruers whose owners had worked hard to fit them out in time. Ewing’s Gareloch One Designs of the 1920s are still raced enthusiastically, and McGruer yawls such as the beautifully-maintained *Coigach* and *Elona*, sloops *Kelana*, *Zaleda* and *Celaeno* and the Loch Fyne-style cutter *Rowan IV*, made an impressive gathering.

The 55ft (16.8m) ketch *Cuilaun* sailed up from Lymington (see story p40), the 43ft (13.1m) Abeking & Rasmussen *Silence*

Top left: Kelana of Clynder
Above, left to right: Colin Tindal; Paul Goss and Irena on Ayrshire Lass; George McGruer; canine skipper on Elona



Top: *Silence* and *Coigach* in light airs
Above left: Gareloch One Designs, *Ceres* and *Iris* race
Right: *Maid of Lorn*, a 1908 Mylne design

came over from Coleraine, while *Winifred* (Nat Herreshoff) came overland from Somerset with her owner of just two days. *Saboo*, a Holman & Pye yawl, looked great powering down the Clyde with the other 17-Tonners. There was also *Ayrshire Lass*, built by William Fife II in 1887, and owned for many years by Liz Toderick, a boatbuilder at McGruer's. *Ayrshire Lass* now belongs to Paul Goss, whose crew wore different matching outfits each day. The 1908 Alfred Mylne *Maid of Lorn* added to the sense of history.

Yachts mustered at Rhu Marina, with a skipper's briefing at the Royal Northern & Clyde Yacht Club, which hosted the racing. On the Saturday, the Garelochs raced at East Patch, while larger boats cruised to the Gantocks near Gourrock in a

light Force 2. After an open-boat session at Rhu, a talk on the history of the McGruers was presented by descendant Fraser Noble, followed by a supper of mussels or venison stew.

Next day, George McGruer and his wife Dorothy on *Cuilan* were saluted in a parade of sail off the original yard at Clynder. Ensigns dipped in the sunshine, the Arrochar Alps rising behind. Then there was a navigation contest and sailing in the Clyde, where the wind blossomed briefly to a Force 4. *Zaleda* won the Fairlie Restorations prize for concours d'elegance, presented by managing director Duncan Walker.

Regatta programme available for £11
Contact gordondrysdale@mcgruerregatta.com



GARY BLAKE

Venice-on-Thames

Beale Park was transformed into the Canal Grande for a day.
Peter Willis joined the gondoliers

Right: A bevy of Venetian gondolas and sandolos descended on Beale Park

GARY BLAKE

Beale started where it left off last year – with torrential rain and gale-force winds, which meant that the show, like many others in southern England, remained more or less closed for its first day. Saturday, however, dawned dry and became bright and sunny – classic Beale Park Boat Show weather – as the day wore on.

For a traditional show, Beale always manages to pull a few surprises and one of them, this Jubilee year, was a shallop. Built for the 1966 film *A Man for All Seasons*, it was part of a recent Turk's auction and acquired by Richard Howard, chairman of the park's owner, the Child Beale Trust. She was restored with the help of Eyemouth International Sailing Craft Association (EISCA, better known as World of Boats); their new exhibition (see p40) at the end of the drive was opened for the show.

More innovative, though in its way no less traditional was *Amatasi*, James Wharram's new catamaran which won CB's design competition in 2010. Appropriately, CB's editor could be seen helping to raise her mainmast. With her seemingly-simple planked deck – every plank is curved to the same sheer, so not that simple – she is a beautiful sight.

At one stage in the day, my camera lens framed at the same moment *Amatasi*, the 1898 steam launch *Consuta*,

no less revolutionary in her day, and a Venetian gondola. That's Beale for you, I thought to myself.

And out of the corner of my eye, I noticed two strange little sailing boats away on the lake. They looked to have something of the motorbike sidecar in their heritage; paired up, they could almost have made a multicoloured catamaran between them.

MIX AND MATCH

I caught up with the owner of one of them, Pete Martin, a Dinghy Cruising Association member (I might have guessed), who had built *Johanna* himself and launched her just a year ago. He showed me around the boat, which didn't take long.

She turned out to be a Paradox, a one-person craft by American designer Matt Layden, who's sailed them long distances on the US East Coast. She's 13ft 10in long, and just 4ft (and a doubtless all-important half-inch) wide (4.2m x 1.2m). She's flat-bottomed, with no keel or centreboard, deriving her directional stability from a pair of diminutive chine runners combined with a large rudder (operated by steering lines). Balance is maintained by 200lb (91kg) of lead, plus 15 gallons (70 litres) of water ballast. The small square lugsail, and everything else, is controlled from within the cabin. Very DCA.

GARY BLAKE

DAN HOUSTON



GARY BLAKE

Bottom left:
Stepping the mast
of Amatasi
Bottom right: A
river rowboat

DAN HOUSTON

“The biggest thing at Beale this year was the Venetian invasion”



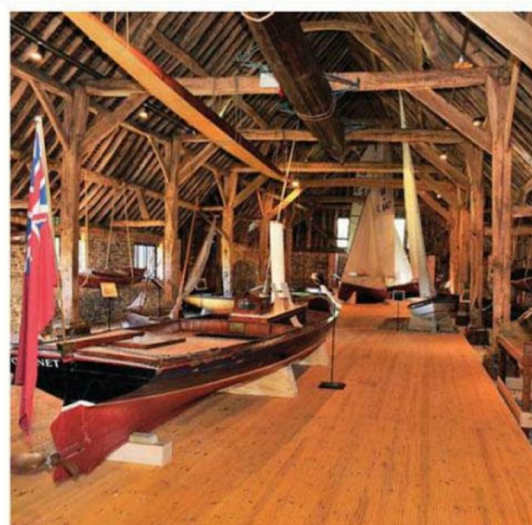
DAN HOUSTON



PETER WILLIS



DAN HOUSTON



GARY BLAKE

New home for EISCA open

The Racing Dinghy and River Craft Museum has opened at Beale Park's Tithe Barn. Set up by the Eyemouth International Sailing Craft Association, the collection includes an Uffa Fox International 14, as well as a rare Flying 10. There are also canoes and craft from as far as Peru and the Solomon Islands.

Top: The Drapers' shallop *Royal Thamesis*.

Middle: Two curious sailing boats on the lake.

Above: Simon Cooper in his bike-trailable canoe (plus dog)

But the biggest thing at Beale this year was undoubtedly the Venetian invasion, courtesy of the City Barge rowing club of Oxford. Founded 20 years ago, the club gets its name from its original purpose, to build a city barge like the Diamond Jubilee's *Gloriana*. It didn't, though it does take care of, and row, the Drapers' Company's shallop *Royal Thamesis*. The club somehow became obsessed with Venetian rowing about eight years ago, through members' participation in Venice's famous Voga Longa race. It now owns five Venetian boats itself, with members owning a further 15.

The boats are a mix of gondolas – including the magnificent black-and-gold *Marisa Christiano*, fresh from the Jubilee Pageant – and sandolos, rowed standing up and facing forward. These last are the “Morris Minors” of the Venetian canals, according to Richard Bailey, the captain of standing rowing (some members also do the sitting-down sort).

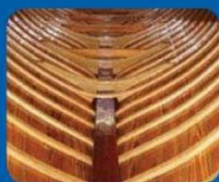
Five of the 13 craft present reached Beale by being rowed down the Thames from Henley over two days. And members had enough energy left to provide endless rides on the lake for the fascinated showgoers.

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We had rain, less tide than usual, boats from all over the Commonwealth and a Queen who stood through it all.
Dan Houston is at the Pageant







PREVIOUS SPREAD PRESS ASSOCIATION

PA

KATHY MANSFIELD



Previous page:
Watermen on the royal barge, *Spirit of Chartwell*
Above top: HM the Queen with Prince Philip on the barge
Above: Dunkirk Little Ship *Janthea*, with her mast unstepped

Despite an overcast London, the atmosphere at Putney Pier is one of busy expectation. A water taxi is taking crew and guests out to the armada of moored boats; the driver has placed a huge recreation of one of Her Majesty's pink hats on his aft gantry.

We join a queue for the 10am embarkation and find ourselves next to the broadcaster Sandi Toksvig. She'll be joined by Maureen Lipman, Griff Rhys Jones and Omid Djalili on the 1975 Bill Simms-built boat *Zephyr*, made for Pete Townshend.

Our slot of ten o'clock is lucky – some people had to be here at six. But there are lots of pageant-goers to

embark. In a light drizzle, we are ticked off a long list and given security wristbands. Then it's a couple of minutes in a RIB out to *Sundowner*, the Dunkirk Little Ship made famous by Charles Lightoller – second officer on the *Titanic*. He converted her from an abandoned steam pinnacle his wife found in 1929 in the Medway. She is credited with saving 130 lives at Dunkirk – the men were packed in like sardines in her 52ft (15.9m) hull. She's an important boat, and is now run by Ramsgate Maritime Museum.

But then we are among some very exalted company. Just over there is *New Britannic*, credited for saving the most lives – a staggering 3,000, at Dunkirk, and then there is *L'Orage*, the late Raymond Baxter's old boat; the



PA

Above: Hundreds of rowing craft passing the Avenue of Sail in the Pool of London
 Right: Olympic rower Sir Steven Redgrave picked his team of oarsmen for the royal rowbarge, *Gloriana*, including disabled Afghanistan veterans
 Far right: Thames waterman



PA



PA

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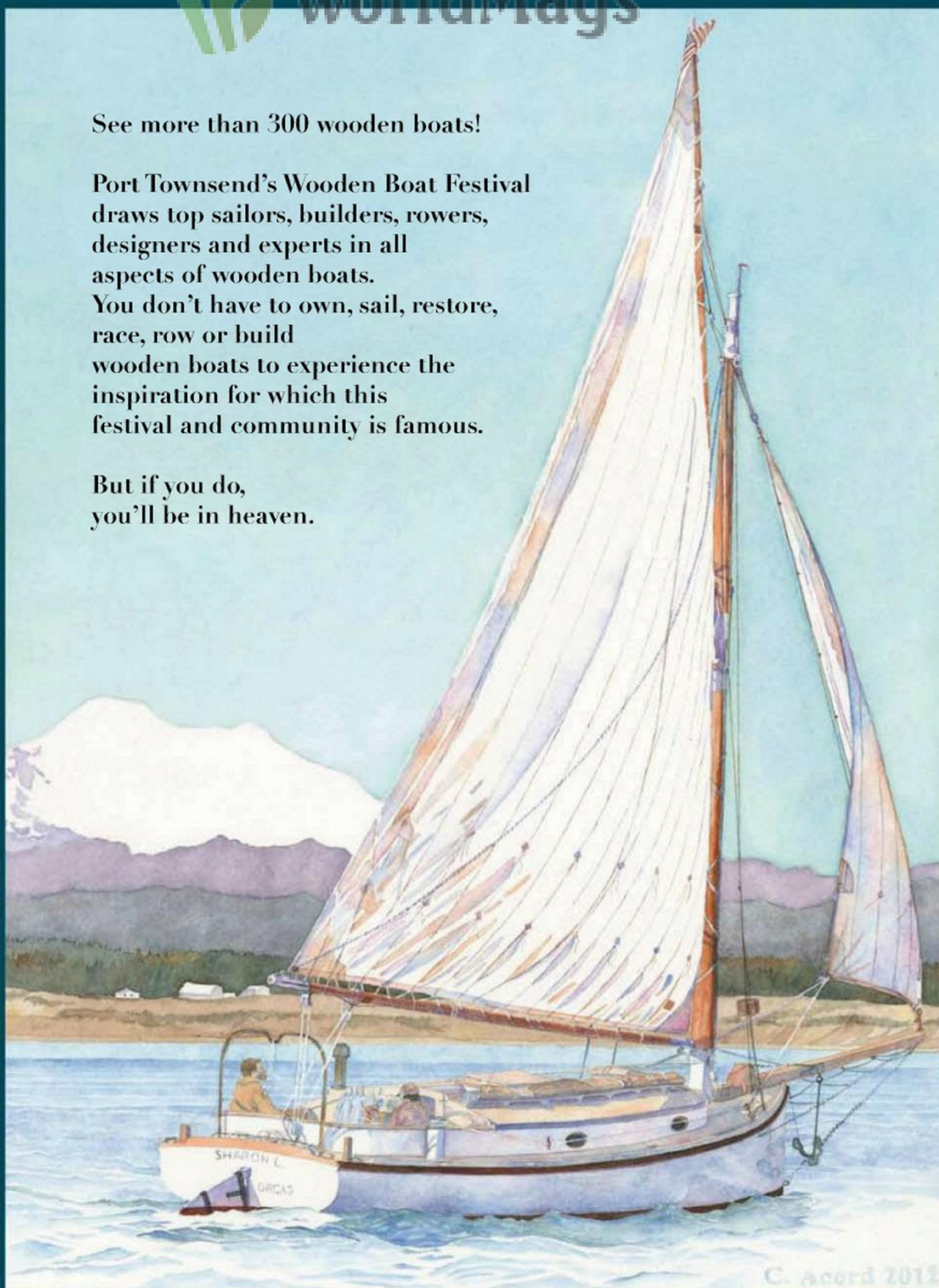


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PA



PA



DAN HOUSTON

one that started it all. There's *MTB 102* – she's made it here despite a damaged propeller – and look at *Thamesa*, the Tough family boat. Douglas Tough collected the fleet of Little Ships from the upper reaches of the Thames in May 1940...

One could go on. Indeed, looking back down the fleet we can see many of the historic ships chosen to be here – there's steam coming from some of them. These include *Maria Khristina* – an ex-Shetland post boat, where other CB staffers have been since 8am that day (more on her soon). Some boats have been restored just to be here – some at the 11th hour, like *Fixitor* – a speedboat brought back by Colin Messer... who is here himself on *Mimosa*.

Top: Dunkirk Little Ships passing the Palace of Westminster
Above left: The royal couple on HM *Britannia*'s royal barge, down from Edinburgh
Above right: William Riley of Birmingham and Leamington

There are steam tugs, police boats, lifeboats... the delightfully named *Pyronaut* – a fire boat for Bristol, built with just a metre and a half of air draught to go under the bridges. She's loved for saving the city during the Blitz. There are army boats, and Royal Navy boats, or *Flying Christine III*, a marine ambulance from St Peter Port in Guernsey where the volunteers are also celebrating 60 years of unbroken service this year. "At the final count we have 1066 boats," says Ian Welsh, who has organised the Avenue of Sail and other aspects of the pageant.

At around noon, the rowing boats come by to take their place at the head of the pageant. They'll be led by the floating belfry, pealing out the Sunday six bells, and *Gloriana*, the new rowbarge (p86). There are just dozens



KATHY MANSFIELD



Far left: Shallops create a vivid scene
Left: Watching from the Palace of Westminster



DAN HOUSTON



PA

Far left: Ian Welsh helped organise the event
Left: Gondoliers came from Venice with a range of Venetian craft



DAN HOUSTON



PA

Far left: Through a rainy Tower Bridge
Left: And it's all over. Time to splice the mainbrace. Some crews in open boats suffered hypothermia

of them – oh, look, there goes Ben Fogle, with Helen Skelton and Olly Hicks rowing a triple skiff, and here are the Ullapool rowers on their St Ayles skiff *Ulla*. We know Fiona, so we're all waving like crazy. Then we see Colin Henman and Lucy Dean, celebrating their 30th year as boatbuilders in a lovely vintage skiff (p42). We see canoes, shallops, Australian surf-boats, whalers, pilot gigs, a Maori war canoe; it feels like a classic boat event.

An hour or so later, the air fills with blue diesel smoke and we slip our lines. We can see the royal barge in the distance ahead and then suddenly the pageant is off, all going at four knots. Might we catch up with the rowers? In the end we don't – the marshalls in their RIBs ensure that. We keep our position, in formation.

Crowds line the banks 10-deep in places, and the noise of cheering fills the river. We wave flags at each other; under the bridges we're just feet away from a thousand smiling faces. There is seven miles of this and it starts to feel surreal as we pass the sights of the historic river all surrounded by ecstatic flag-waving crowds.

We don't care much when it starts raining – we're going through Tower Bridge and then there is the Queen, standing alone – apart from Prince Harry and a man in a suit, stalwart and stoic on the moored *Spirit of Chartwell's* deck in the cool easterly breeze. She waves to everyone and it makes our day. Sixty years and still going (visibly) strong our Queen, we think... we won't see this again.



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Left: In 1948, Great Britain's entry in the 6-M class was *Johan*

THE OLYMPIC CLASSES GOLD STANDARD

Sailing at the Games has changed beyond recognition, *Vanessa Bird* reports in part two of our series



1948 LONDON

Great Britain hosted the first Olympics of the post-war era, 12 years since the last Games in Berlin. Sailing was out of Torquay in Devon and attracted a record-breaking 75 boats across five classes. The 6-Metre and Star classes were the only pre-war classes to feature, joined by two new keelboats – the Tom Thorneycroft-designed National Swallow and the Johan Anker-designed International Dragon, as well as a new centreboarder – the Uffa Fox-designed National Firefly.

It was an unusual choice of classes, and for two of the designs, the 1948 Games heralded a very brief career. The Swallow, which Britain saw as a new international keelboat class, failed to attract significant interest. It was undercanvassed and wet to sail, and was replaced in 1952 by the 5.5-Metre. The Firefly, itself a replacement

for the Olympia-Jolle, attracted the largest fleet of the Games – 21 boats, yet proved totally unsuitable as a singlehander. However, it launched the career of one of the world's great sailors – Paul Elvstrøm – who secured the first of four consecutive gold medals in the class.

Other notable winners included Sweden's Tore Holm, who took bronze in the 6-M to add to his golds from the 1920 and 1932 Olympics; Britain's Stewart Morris, who won gold in the Swallow class after finishing just 10 seconds ahead of his nearest rival; and Adriaan Maas of the Netherlands who took bronze in the Star.

1952 HELSINKI

Three yacht designers dominated the medal tables of the 1952 Helsinki Olympics. Fairey Marine's Charles Currey, who had worked closely with Uffa Fox to





develop the Firefly, won silver in the class that replaced it, the Finn, while bronze went to the class's designer, Rikard Sarby of Sweden. In the 5.5-M, gold went to Britton Chance, who in 1974 designed two contenders for the America's Cup trials, *Mariner* and *Valiant*.

Racing was held at Harmaja near Helsinki and saw 93 entries across five classes, which also included the Dragon, 6-M and Star. It was on the newly introduced single-handed Finn class that eyes were most focused, however. Paul Elvstrøm took the second gold of his Olympic career, finishing an impressive 2,760 points above his nearest rival, Charles Currey, after winning four out of the seven races sailed in a fleet of 28.

For the 6-M, the 1952 Olympics were its last. The class was expensive to build and maintain and attracted just 11 entries that year. Trends were also dictating the need for cheaper keelboats and more dinghy classes.

Above: The British team for the Dragons (left to right) George Brown, William Strain (helm) and James Wallace finished fourth
Right: Great Britain's *Ceres II* leads Argentina's *Pampero* and France's *Allegro* in the 1948 Dragon class





PPL



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Above: Committee boat for the 1948 Games with Star class keelboats on the hard behind
Above right: Paul Elvstrøm (left) and Eyvin Schlortz of Denmark after winning in the 1948 Firefly class
Opposite: Rodney Pattison and Iain MacDonald-Smith won gold in the Flying Dutchman class at the 1968 and 1972 Games



1956 MELBOURNE

In 1956, the Olympics went to the Southern Hemisphere for the first time. Held in Melbourne, Australia, the sailing events took place in blustery conditions on Port Philip Bay, and saw Elvstrøm maintain his dominance in the Finn class. Despite two races being held in Force 7-plus conditions, Elvstrøm won five out of seven races to take gold once more.

Four of the five classes from the 1952 Games were used, as well as the Gebruder Kroger-designed 12 Square Metre Sharpie. Although a design popular with the Dutch, the class was won by two Antipodean sailors, Peter Mander and Roland Tasker, of New Zealand and Australia, after the entire Dutch team was withdrawn from the Olympics out of respect for the 1956 Hungarian Revolution. Britain's Jasper Blackall picked up bronze, as did Graham Mann in the Dragon class, skippering the Duke of Edinburgh's boat *Bluebottle*.



1960 ROME

Sailing alongside the Finn, Dragon, Star and 5.5-M classes, the 1960 Games saw the two-man, single trapeze Flying Dutchman replace the 12 Square Metre Sharpie. Although entries in 1952 had been down, 1960 saw 48 nations compete in almost double the number of boats and, for the first year ever, no country won more than one gold medal. Eleven nations scooped up the 15 medals on offer, including Greece's Crown Prince Constantine and USSR's Timir Pinegin, who won their country's first gold medals in yachting in the Dragon and Star classes.

Elvstrøm continued his dominance, winning his fourth consecutive gold in the Finn class, while in the Flying Dutchman, Norway's Peder Lunde Jr became the third generation of his family to win an Olympic medal: in 1924, his grandfather Eugene Lunde had won gold in the 6-Ms, while in 1952 his father Peder Snr had won

silver in the 5.5-Ms. In 1960, this last class was won by the American George O'Day in *Minotaur*, a boat designed by Raymond Hunt. O'Day would later become one of America's leading boatbuilders.



1964 TOKYO

The Olympics went to Asia for the first time in 1964, when the event was held at Tokyo. Sailing took place in Sagami Bay and, like Melbourne in 1956, the distance from Europe, and the cost of transporting boats and crew, meant that entry numbers were well down on the previous year. For only the second time, however, in the history of the modern Olympics, the number and choice of classes remained the same, with the Dragon, Finn, Flying Dutchman, Star and 5.5-M competing. The Finn saw the largest fleet, with 33 racing, although for the first time in 16 years, Elvstrøm did not compete.

The Americans proved the champions of the Games, beating their previous record of 1932, in which they won medals in three out of four classes, by winning medals in all five. Despite the organiser's rules that entrants should be amateur sailors, a certain degree of professionalism also began to creep in, with several of the competitors, including all three winners in the Flying Dutchman class, being sailmakers by trade.

Durwood Knowles, who had sailed for Britain in 1948, returned to his native Bahamas to add a gold medal in the Star class to a bronze he won in 1952.



1968 MEXICO CITY

The same five classes returned in 1968, when the Games were held in Mexico City. Light airs, huge waves and high air temperatures and humidity provided challenging conditions for the 123 competing boats sailing off Acapulco, but thanks to the teams of meteorologists, coaches and technicians that now accompanied each team, the event was still a success.



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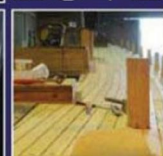
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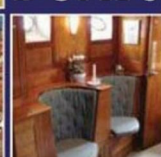
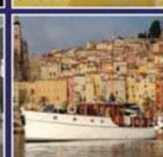
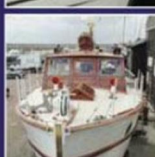
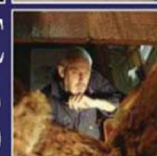
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GETTY IMAGES

Above: A Stars start - at the 1960 Rome Games
Above right: Britain's Stewart Morris sails his Swallow *Swift* over the finishing line to take gold in 1948

Elvstrøm's triumphs in the Finn class were not to be repeated, however, when he returned to the Games in the Star class, finishing in fourth place. For Britain's Rodney Pattison, the Mexico City Games marked the start of a successful Olympic career after he won five out of seven races, was disqualified in another, and then came second in the final race, to clinch gold. Third-generation sailor Peder Lunde Jr added a silver in the Star to his Flying Dutchman gold of 1960, and Valentin Makin for USSR, who later established a reputation to rival Elvstrøm's, took gold in the Finn class.

1972 MUNICH

Thirty-six years after the Olympics had last been hosted by Germany, they returned to Munich in 1972. The Olympics were now big business, and far removed from the chaotic events of the early days. Race authorities had their own building, competitors were housed in an Olympic village, and a new yacht harbour was built to serve the 42 competing nations, at Kiel on the Baltic coast. Press and spectator boats were *de rigueur*, as was the close scrutiny of the course on account of rising on-the-water protests.

For the 5.5-M, which had competed in all but one of the post-war Olympics, it was the end of the line, as the class was replaced by Jan Linge's Soling. It was joined, by the Dragon, Finn, Flying Dutchman, Star and, for the first time, the Ian Proctor-designed 22ft (6.7m) Tempest. For the first time ever, all of the six classes sailed were one designs, drawing criticism because four were keelboats and only two were centreboarders.

Rodney Pattison returned to claim his second consecutive gold in the Flying Dutchman, as did Valentin Mankin in the Tempest. Elvstrøm again failed to clinch victory, this time in the Soling class, and went home before racing finished. Sailmaker Harry Melges, who had won bronze in the Flying Dutchman in 1964, won gold in the Soling, while designer Pelle Peterson of Sweden won his second medal in the Star class, winning silver.

1976 MONTREAL

Canada's first Olympics saw further attempts to modernise the Games and reflect current trends in the industry. Six classes were chosen: the Finn, Flying Dutchman, Soling and Tempest and, as replacements for the Star and Dragon, the 470 and Tornado catamaran.

It was the first time that a catamaran had been raced at the Olympics, but organisers felt that including the Rodney March/Reg White-designed 20-footer (6.1m) in the Games was a way of recognizing the increasing popularity of small, lightweight multihulls. Such was its popularity, that it was used until 2008, when multihulls were dropped from the Games. The 470, designed by Frenchman André Cornu in 1963, has also proved a popular choice and is still in use today.

1976 marked the last Olympics for the Tempest class, but it went out with a bang. British crew Alan Warren and David Hunt had won silver in 1972, but after the boat was damaged in-transit to Lake Ontario, they finished in 14th place. So disgusted were they by its performance, that they set it on fire after the final race. "The horse was lame and we had to put her down," was how Warren later explained the incident.

1980 MOSCOW

Estonia's capital city, Tallinn, played host to the yachting events of the 1980 Moscow Olympics, which was marred by controversy. Many western nations, including Britain, boycotted the Games in protest against the USSR's 1979 invasion of Afghanistan. Consequently, just 80 nations competed at the Games, with boat numbers down to 83 in comparison to the 130 of the previous event. Six classes were again chosen - the Finn, Flying Dutchman, 470, Soling and Tornado, and returning to the Games again after hard campaigning by the class association, the Francis Sweisguth-designed Star. It was in this class that Valentin Mankin finally achieved his third gold.



GETTY IMAGES



RICHARD LANGDON/OCEAN IMAGES



1984 LOS ANGELES

Further boycotts – this time from Eastern bloc countries – affected the next Olympics, held at Los Angeles. However, the yachting events were relatively unaffected, with a record turnout of 174 boats from 62 nations. For the first time ever, windsurfers became part of the Games, with the addition of the Fred Ostermann-designed Windglider class. Despite considerable controversy, 38 took part. Other classes included the Finn, Flying Dutchman, 470, Soling, Star and Tornado.

May of today's top sailors started to dominate the medal table in 1984, including Russell Coutts and John Bertrand in the Finn class and Brazil's Torben Grael in the Soling. Paul Elvstrøm also came out of retirement to race in the Tornado class with his daughter, Trine, in which they finished fourth.



1988 SEOUL

The Seoul Olympics was a pivotal year for female sailors after the introduction of a women-only division of the 470 class. Twenty-one women took part, compared with 29 in the male division, and America's Allison Jolly took gold. It was also the first year that professional sailors were allowed to compete and, perhaps not coincidentally, the racing at Pusan attracted the highest-ever entry numbers, with 214 boats taking part. Challenging tides provided interesting conditions for the eight competing classes, all of which, except for the windsurfer class, remained the same as in 1984.



Above: Norway's 5.5-M Viking in Port Phillip Bay near Melbourne in 1956
Above right: Ben Ainslie celebrating victory in the Finn class at the 2008 Beijing Games

1992-2012

The last 20 years of the Olympic Games have seen further changes and developments, with numerous new classes trialled in a bid to reflect sailing trends. Interestingly, the core boats have remained the same, with the veteran Finn and Star classes leading the way. Although 2012 marks the Star's last Games, the Finn has already been reselected for 2016, and it is in this class that Britain has seen some of its best performers, with Ben Ainslie – our top athlete – having won two of his three gold medals in the class.

Since 1992, other classes raced include the Alois Roland-designed Europe, which was introduced at Barcelona as the women's singlehander class; the Laser, designed by Canadian Bruce Kirby (himself an Olympic sailor in 1956, 1964 and 1968), and its smaller derivative, the Laser Radial; and the Yngling, designed by Jan Linge in 1967, which was raced as the women's keelboat class in 2004 and 2008.

Over the last 25 Games, Olympic sailing has changed beyond recognition. It has produced some of the world's finest sailors and, in recent years, Britain's success on the water has brought the sport to a wider audience. The Games have nurtured some of the world's most significant classes – from the International Rule classes of the early 1900s to the dinghy and keelboats of the post-war years. As all eyes turn to Weymouth for the 2012 Games, it will be very interesting to see what the 26th Olympics have in store.



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Sail area	149 sq ft (13.8 sq m)
Weight of boat	675kgs (inc equipment)
Trailing weight	935kgs



Norfolk Urchin



Norfolk Oyster



Norfolk Gypsy



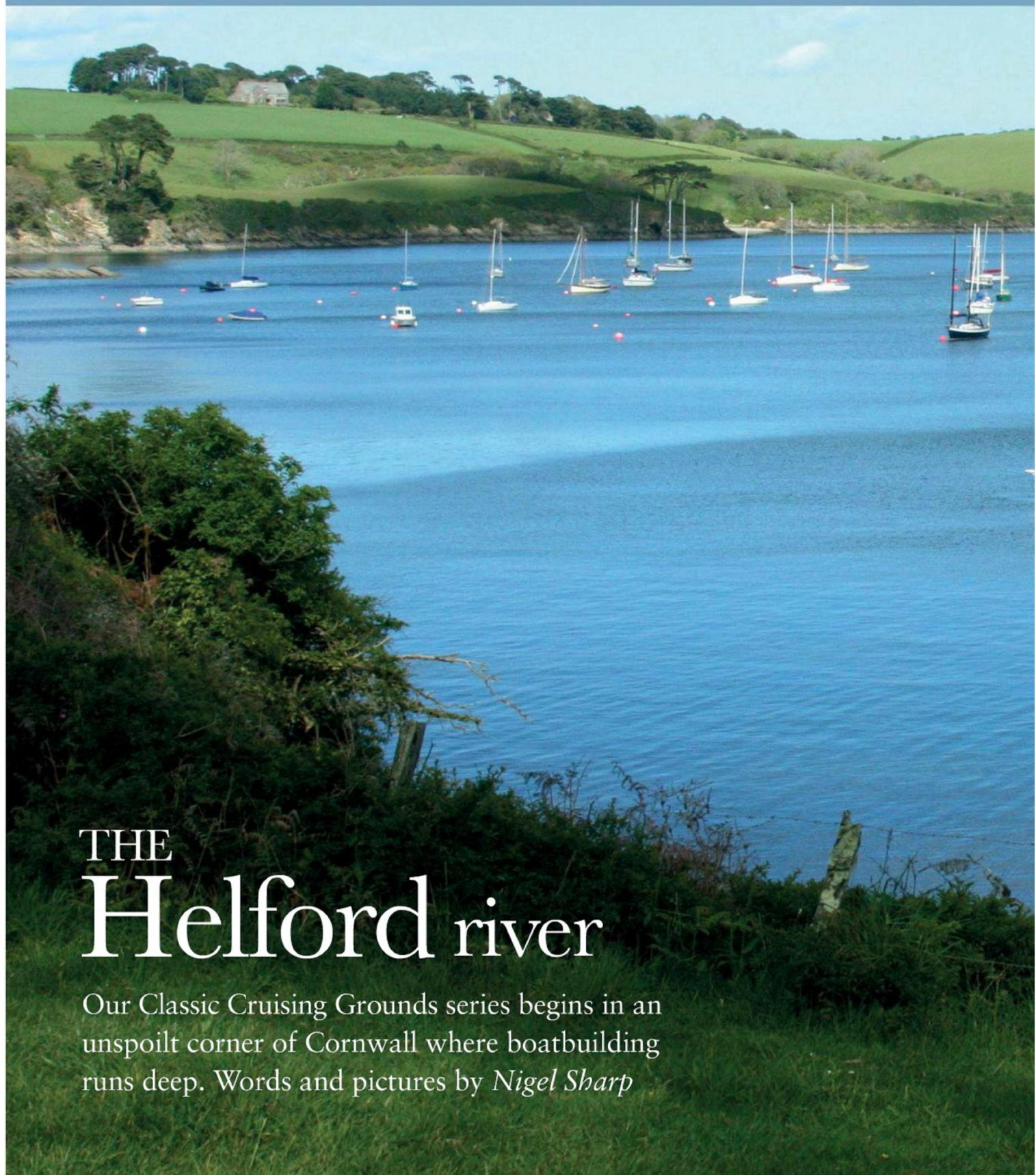
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THE Helford river

Our Classic Cruising Grounds series begins in an unspoilt corner of Cornwall where boatbuilding runs deep. Words and pictures by *Nigel Sharp*



“**A**t anchor in a narrow, twisting stream, he sees the trees at the water’s edge, he hears the heron and the curlew cry...” These lines written more than 70 years ago by Daphne du Maurier to describe the Helford River could just as soon be used today. A Voluntary Marine Conservation Area with a great variety of marine life, it is still a wonderfully unspoilt estuary which provides excellent shelter in anything other than easterlies.

A glorious destination in itself, it is also an ideal stepping stone for anyone on passage up or down Channel, and who doesn’t want to go into the more commercial port of Falmouth. In fact, it is not uncommon for people to call in on their way to the Scillies, waiting for suitable weather, and never make it any farther west. Helford is also the first port of refuge after rounding the Lizard, and is very popular with French yachtsmen.

The entrance to the river holds no dangers apart from the August Rock (at the end of the Geddes reef) to the north. This is clearly marked by a starboard-hand buoy which, along with two other marks in the river itself and an east cardinal in nearby Gillan Creek, only exists thanks to the Helford River Navigational Aids Committee – a rather grand-sounding name, considering it is essentially all down to the fundraising and administrative efforts of just one man, John Head. Three years ago, a specific donation allowed a light (flashing green every five seconds) to be put on the August Rock buoy for the first time. Somehow, this reflects the unassuming, un-commercial, friendly atmosphere which is evident throughout the river.

FREE ANCHORAGE

Entering the river, it narrows to less than half a mile south of Toll Point, but immediately widens again to provide a number of free (as is the case throughout the river) anchorages to suit most conditions.

To the north, anchoring is permitted in Durgan Bay (where there is a speed limit of six knots) except inshore of seasonal buoys, which mark the edge of eelgrass beds east of Durgan village itself. To the west is Polgwidden Cove, from which 7,500 American troops embarked from a specially-built concrete hard to take part in the 1944 Normandy landings, where they suffered horrendous casualties.

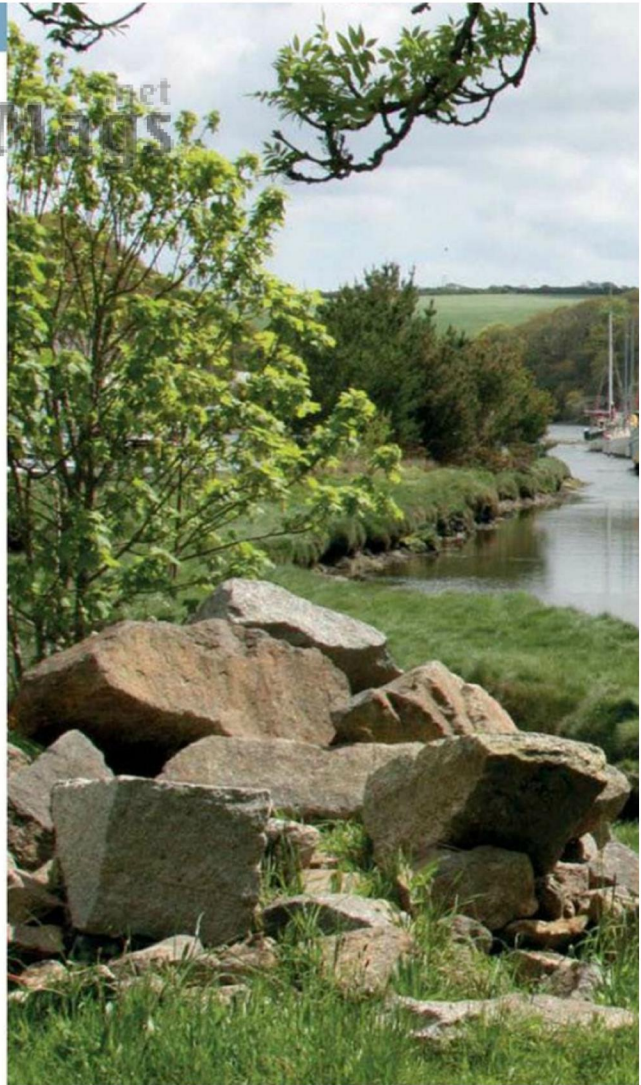
There is more anchoring room on the south side of the river before reaching the unlit Voose north cardinal post. Between there and Bosahan Point – to the west of which the speed limit applies throughout the river – there are three yellow buoys with yellow lights, which mark new oyster beds. Local advice is to leave them close to port when entering the river as it becomes quite shallow to the north. Moving further west, the worst of these shallows is marked by the unlit starboard-hand mark Bar, adjacent to the Pool where, by contrast, depths reach up to 15m below chart datum. This is where the visitors' moorings are – up to 25 of them, all identified by a green pick-up or main buoy.

They can take boats up to 50ft (15.2m), or even 60ft (18.3m) “in which case we would ask them to keep a watch,” moorings officer Simon Walker tells me, “because if the wind and tide are wrong they are likely to hit other boats”. Rafting is possible – up to four abreast, depending on the size of boat and conditions. Charges range from £15 per night up to 33ft (10m) to £28 for over 46ft (14m), but Simon says that they are often prepared to do deals for longer stays in less busy periods.

From here a water taxi can take yachtsmen to either side of the river. On the south side is the wonderfully unspoilt – largely thanks to the poor road system – Helford Village. The water taxi and tenders can land at Helford Point, where there is a privately-owned pontoon with an honesty box, but not on the adjacent ferry steps; and also at Helford River Sailing Club's pontoon, where

Right: At the head of the river, Gweek Quay has room to store 300 boats

“There’s nothing better than to eat oysters overlooking the river”



Clockwise from far left: HQ of the oyster fishery in Port Navas Creek; Durgan Bay from Durgan village; Boathouse at Pedn Billy; Ferryboat Inn





there is a fresh water supply and a depth of some 7ft (2.1m) at a 5.6m-high tide, allowing yachts to go alongside for short periods. The club extends a warm welcome to visiting yachtsmen who are able to enjoy the bar with its magnificent views across the river, good food, showers and toilet facilities. It has recently started a period of development during which the changing rooms will be improved and the balcony extended.

FAMILY FOOD, NOT POSH

A short walk from the club is the Down By The Riverside Café set in a charming 1880s church. Specialities include cream teas and crab sandwiches, and takeaways can be provided. Closer to Helford Point is the Shipwrights Arms, a delightful thatched pub recently taken over by David and Vicky Harford, who also own the village stores. David says that both businesses will cater for visiting yachtsmen, with the shop providing “fresh bread, nice local products and things that boats need”, while the pub serves “family food including locally-caught fish, not posh, just what you want when you get off a boat”. The pub’s staff will open the shop after hours if a sailor needs something in particular.

The water taxi also serves as the ferry between Helford Point and Helford Passage on the north side. At the ferry operator’s discretion, tenders can use the

landing stage. Adjacent to the beach is the Ferryboat Inn, a 300-year old pub recently taken over by the Wright Brothers who also own the river’s oyster farm.

“We wanted to showcase local shellfish and seafood,” Ben Wright tells me. “There is nothing better than to be able to sit and eat oysters overlooking the river where they were grown.” The pub has a wonderful log fire – not an obvious attraction for visiting yachtsmen, but then our summer weather is hardly reliable! The pubs on both sides of the river put on occasional live music.

From here a walk of a mile leads to two spectacular 25-acre gardens – Trebah and Glendurgan – originally created in the early 19th century and open to the public.

Back on board and proceeding up river, to the north is the mostly-drying Port Navas Creek. At its entrance is a house known as Pedn Billy, where Special Operations Executive agents were based during the war. It was also the scene of a Helford River Sailing Club dinner dance in 1960 for which a piano was airlifted in by a helicopter from nearby RNAS Culdrose, and where yacht designer Claud Worth lived after he retired. Quays in the creek used to export locally-quarried granite in the 19th century, some of which was used to build Battersea Bridge. The oyster fishery is also run from here, producing 5 million oysters each year. Port Navas Yacht Club’s bar and restaurant recently closed, but moorings



JANE BENNEY

Left: Helford River Sailing Club

and pontoons are still available to members and occasionally to visitors prepared to dry out.

Back in the main river, immediately west of the moorings and before reaching the main area of oyster beds, there is a small anchorage for 10 boats at the short-term discretion of the oyster fishery.

At this point on the south side, there is a delightful "yachtsman's retreat" and boathouse at Tremelin, owned by Greg Powlesland whose *Patna* (CB285-CB289) is often to be seen. Immediately past this is Frenchman's Creek, made famous by Daphne du Maurier's novel of the same name, and soon after that to starboard is Polwheveral Creek, both of which dry. Anchoring is permitted west of Groyne Point, where there is a small pool before the river dries out.

There are a number of old quays throughout the river, many of which were used to offload clay and lime, but of particular interest is Tremayne Quay. This was built in 1847, along with a road up to Sir Richard Vyvyan's home at Trelowarren, in anticipation of a visit by Queen Victoria. However, she never appeared, although the Vyvyan family are still in residence.

WEST UP THE DRYING RIVER

The channel is marked from Mawgan Creek up to Gweek where there has been a working quay for well over 2,000 years. The town became the trading port for

Helston when, in the 13th century, the natural formation of a shingle bank at Loe Bar blocked access from the west side of the Lizard Peninsula. Timber, lime, slate and coal were brought in – the latter until as recently as 1970; while tin and copper (possibly as long ago as the Bronze Age), granite and farm produce were taken out.

When approaching Gweek, the premises of Fugro Seacore can be seen to port at Lower Quay where drilling rigs are serviced and part-built. Rigs transit the river a handful of times each year creating quite a stir.

On Gweek Quay, Ashley Butler's yard has storage space for almost 300 boats, as well as full boatyard facilities, including a chandlery. Visitors are welcome to lie alongside the quay, which dries to nearly 10ft (3m). Tenants include Luke Powell, who has recently launched *Freya*, his eighth traditionally-built Pilot Cutter; and David Walkey, who has restored many old boats there. Ashley is clearly excited about collaborating with Luke and David, anticipating that Gweek will become "one of Europe's major centres for wooden boatbuilding".

A short walk from the quay there is a Premier convenience store and post office, and the Black Swan which, following a recent takeover, change of name from the Gweek Inn, and refurbishment of the restaurant, will be specialising in serving local produce. Also close by is a Seal Sanctuary which is a "rescue, rehabilitation, and release centre" for seals, and is open to the public.

LOCAL INFORMATION

NAVIGATION

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Bar hours in July and August:
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www.thewrightbrothers.co.uk/restaurants/the_ferryboat_inn

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www.trebahgarden.co.uk

Glendurgan Gardens

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Gweek Quay Boatyard

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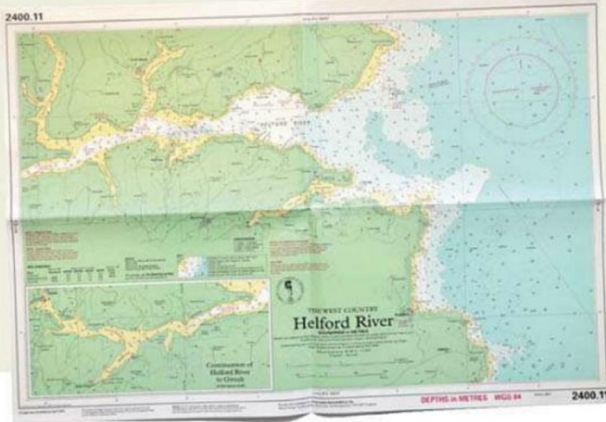
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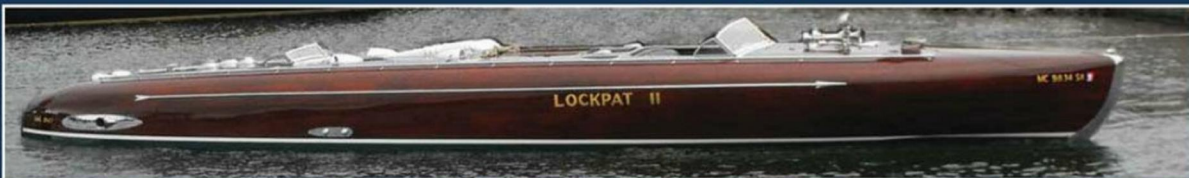


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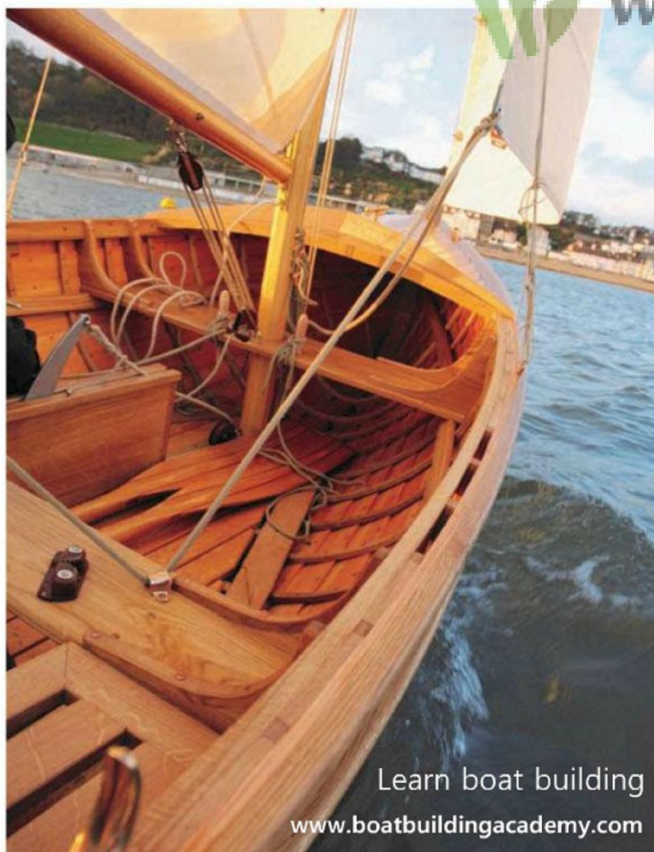
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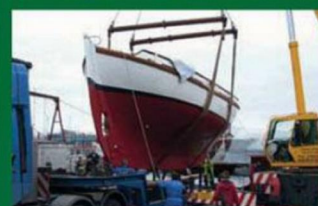
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CHARLOTTE WATERS

Riddle of the Sounds

Adrian reflects on the challenges of Hebridean navigation

The blossom's hardly out, season barely under way and already we've been through the Sound of Harris four times, though not, I admit, in *Sally II*, my old Vertue, which is celebrating her 75th launch day.

Now, that won't cause more than a twitch of a bushy, West Coast yachtsman's eyebrow, for whom the passage between Harris and North Uist is nothing like as scary as walking down Coldharbour Lane in Brixton at 2am. For the likes of us soft southerners, used to sluicing tides on the largely reef-free Solent River, the name "Sound of Harris" joins Pentland Firth and Corryvreckan in the pantheon of navigational horrors (real or imagined) to be encountered on this jagged coast.

In truth, the Sound's reputation is largely unfounded, ever since HM The Queen had *Britannia* driven through it many years ago. Before risking the royal bottom among the shoals and reefs, the nastiest navigational horrors, it is said, were blasted out of the water by Royal Navy divers. Today, although a little twisty, entailing careful sighting of transits (usual thing: pimple on



**"If the
ordure hits
the punkah,
you're in
the clear at
the inquest"**

Saghay More – if you can make it out – in line with Stromay beacon leads clear of Dubh Sgeir; you know, the ubiquitous old "black rock"), it is well buoyed.

First time through was aboard the splendidous topsail schooner *Wylde Swan*, the largest in the world until that big German replica appeared. We were on passage to St Kilda in miraculous sunshine, conditions that prevailed again the second time when *Tula*, a Standfirst 33, carried us to the Monachs. In both cases, the responsibility of command was on broader shoulders than mine.

I have to say that much of the pleasure of sailing comes down to the absence of the nagging worry which accompanies command. On someone else's boat you need do no more than snatch a quick look at the chart behind the navigator's back and do some mental arithmetic with the tidal calculations in the knowledge that, if the ordure hits the punkah, you'll be in the clear at the inquest.

Then, you think: hang on, if he screws up, you will be among those huddled inside the liferaft chewing ship's biscuits. And what if the thing hasn't been serviced in 10 years and settles in the water like a downed Zeppelin? At which point you forget mental arithmetic and start second-guessing in earnest. Surely that buoy we flashed past to the north was a south cardinal?

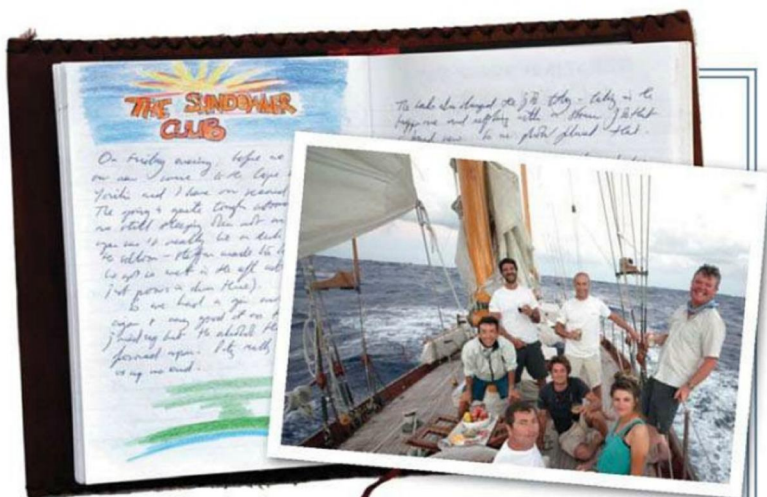
It comes down in the end to trust: and in both cases we were in good hands: Jorgens, skipper of the *Wylde Swan* swung her through the sound with the practiced eye of a man who has done his chartwork in advance, and wasn't glued to the chartplotter. And Bob was just as thorough. Even when brother John, like Dollman in *Riddle of the Sands*, was leading the way. Bob, unlike Davies, skipper of the fictional *Dulcibella*, had his buoys marked off, just in case. Must have read the book (or knew his brother all too well).

A few days after the idyllic St Kilda trip, it blew the tops off the wheelie bins in retribution. I spent the whole of a wild Sunday watching the fleet bucking and straining at their leashes from the warmth of the Royal Loch Broom Sailing Club, binoculars trained on the bridle of *Ffly*, my Flying Fifteen, for signs of chafe.

From time to time, concerned owners would drop in and peer through the murk at their boats, leaping about 100 yards offshore, similar thoughts running through our minds: did I put a locking turn on the cleat; why didn't I change the riser this year?

In the event all was well, which I put down to the intercession of Alastair, member and lay preacher, who swung by after church. Thus it was, if you had stopped by that Sunday afternoon, you would have seen the two of us, heads down, eyes closed, while Alastair recited a short, ex tempore prayer for the safety of the Fifteens (and all those at sea that day). "They'll be fine now," he said on leaving. And they were.

Atlantic sketch WorldMags.net



The Sundowner Club

DAN HOUSTON RECALLS ONE OF THE BETTER CLUBS AFLOAT Skipper Andy finishes the safety briefing with the talk about booze. And it's exactly what you'd expect: have a sundowner, and a glass of wine with your dinner in the dogwatch, but take it easy. We're in Santa Cruz and it's an hour 'til we leave. Ahead of us are three thousand miles of ocean – potentially three weeks of sailing and many a London editor

"It just loosens the shackle of shipboard life"

would find the prospect frankly appalling. My hand goes down to the shopping bag between my knees, and there's the bottle of good gin I'd bought earlier on hearing we're going tonight. That's good I think, gin can, in one measure, achieve so much more than your average "glass" of wine – or the ubiquitous continental stubby lager. Plus it's medicinal for your teeth, I'd say.

I'm not going to hide this bottle. It will go into the store under the fridge with the other bottles; the only point of having this drink is to be convivial.

Our first night at sea there's no chance for a drink, and when next day I propose a time for a sundowner, at 1800hrs when the sun is actually going down, no-one seems that keen. Photographer Yoichi, the other reporter aboard, is, however, of a like mind and we mark the end of the day with as good a gin as we can make. Even so it's five days later, on the Friday, when I note only our second sundowner. Yoichi brings out Japanese hot kaki pea snacks and it feels like a valuable half-hour before we get back to sleeping, or eating or going on watch. A first week of downwind sailing can be exhausting and our little aft deck meetings – joined at times by Captain Andy, will feel like a valuable punctuation mark in an otherwise fairly monotonous day.

We agree that it just loosens the shackle of shipboard life, allowing us to talk about nothing and everything. Plus we get to see some awesome Atlantic sunsets with the tinge of gin in our nostrils. A few times a glass is spilt as the ship rolls, but there's no return to the locker. We share the rest, saying: 'Kampai!' to each other and enjoying new friendship in our exclusive little club: the Sundowner Club – free membership, on *Eilean's* deck; 1800hrs.



Top: The Sundowner Club expands on *Eilean*. CB286

Huggable hoody

Wearing wool next to your skin keeps you warmer than other materials and we've been cosy in this Covetto hooded top from Kathmandu. The medium weight (17oz – 480g) top is made with a pure merino terry, with thumb holes to keep your wrists warm and two diddy front pockets. No labels make it ultra comfy and it's great for evenings on deck: Sundowners! In black at £64.99

Tel: +44 (0)1865 856288, www.kathmandu.co.uk

CB says: Toasty



Tough mobile

Tough mobile phones have turned a corner as this excellent Samsung Solid Immerse proves. At £100, it has all the functions of a modern smartphone – emails, apps, camera, compass, maps, video, music – and yet has an anti-scratch screen, a torch, week-long battery life and operates up to 1m underwater for 30 minutes. Looks and feels like a normal phone.

Tel: +44 (0)1932 454358, www.samsung.com

CB says: A great boat phone



Light-fingered

This £14.95 solar-powered torch has been through the mill with us. It's waterproof, shockproof, idiot proof and it floats. If you leave it hanging by a porthole it'll be forever charged and if you run out of solar power, it carries a battery that can be used with a second click.

Tel: +44 (0)7786 025481

www.sunlight-products.co.uk

CB says: Handy and tough





Real deal Brazil Hat

These maverick hats can be bent into any shape and treated particularly roughly, yet we doubt they'd mind, seeing as the canvas comes from Brazilian truck tarpaulins and the wire from discarded lorry tyres. Each one is unique and handcrafted in a remote town in Equatorial Guinea. We'd advise the hat hitch wind strap too because once worn, they can become instant old friends. Five sizes available. Half smoked cigar optional. A snip at only £25

www.realdealbrazil.com; CB says: Instant old friend

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product reviews

TOOLS

Tool bag

A soft bag is kinder to your boat than a metal toolbox with its sharp corners. This big, tough, zippered bag has a myriad of pockets with a velcro divider inside to stop large items from tumbling about. The carrying handles clip together for comfort.



Tel: +44 (0)1386 768498, www.drapertoolbox.co.uk
CB says: Myriad pockets

Vintage handsaw

This vintage thumbhole-handled saw was designed for laborious rip cuts. The handle is gripped normally with the lead hand and the thumb of the second hand is put through the thumbhole, fingers across the top of the applewood handle, at a comfy angle for the wrist. This £45 example dates from the 1890s.

Tel: +44 (0)1424 217893,
www.oldtools.co.uk
CB says: Old tools can be a sound choice



British sole

This month, with Sebago shoes, we are giving away five pairs of these £109 Spinnaker Patriot deckies. Specially designed in red, white and blue for the Jubilee summer, they have a Union flag set into an opaque, solid rubber undersole. They feature genuine Blucher moccasin construction, nubuck or waxy uppers and a pleasant grain. To enter, just answer the question above.

Tel: +44 (0)20 7860 0100, www.sebago.com

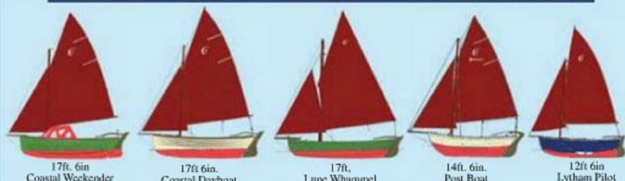
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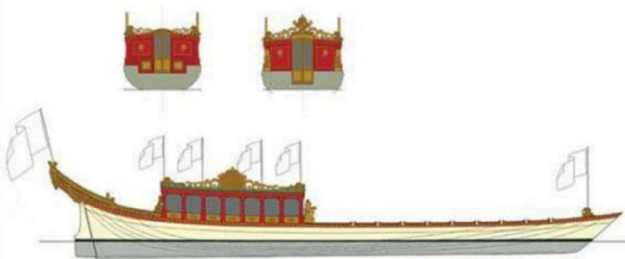
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Windermere 17-footer

BY VANESSA BIRD

Not many classes can list Alfred Mylne, Olin Stephens, Arthur Robb, David Boyd and Ian Howlett among the many that have been involved in their design. Yet this one can. Even more remarkably, the class measures just 17ft (5.2m) at the waterline, and has never left inland waters. Not only that, but 109 years after its conception, the class is still being built.

The Windermere 17 Restricted Class was originally conceived in 1903, when Percy Crossley approached the Royal Windermere Yacht Club with a proposal for a new class of racing yachts. Yachting had been popular on Lake Windermere since the mid-1800s, and following the formation of the Windermere Sailing Club in 1860, the 25ft (7.6m) LWL Windermere Restricted Class was introduced. In 1880, the smaller 17ft 6in (5.3m) LWL 'Second Class' followed, and then, in 1887, came the 16ft (4.9m) LWL cat-rigged Una Class.

Bigger boats were still favoured by the club, however, and although the Una proved popular, it remained in the shadow of the larger 'Second 20ft Class' of 1884, to the extent that owners were not allowed to race their boats during the July to August season. A 22-footer (6.7m) replaced the 1884 design in 1897, but rising build costs eventually dictated the need for a more affordable design, and so the Windermere 17 was born.

KEEN COMPETITION

In the first two years, nine boats were built to the designs of Crossley, who said they produced "good racing with keen competition". Although some restrictions were placed on the hull shape, designers were given flexibility within class rules. However, the Royal Windermere YC, as the club was now known, still preferred more prestigious, bigger boats, and it



PETER WALLIS

wasn't until the 1930s that the class gained the recognition it deserved. Indeed, following the introduction of a 19ft (5.8m) LWL class in the early 1920s, attempts to curb enthusiasm in the 17-Footers led to a four-year ban on building new boats. It did little to dampen interest, however.

Many of the early boats were built by Shepherd's (Windermere) Ltd of teak or mahogany planking on sawn larch or oak frames. But from the 1930s to 1950s, hulls were planked in $\frac{3}{8}$ in (15mm) Honduras mahogany on $\frac{3}{4}$ in by $\frac{7}{8}$ in (18mm x 21mm) steamed Canadian rock elm timbers. By the mid-1950s, double-planked hulls were common.

In 1982, following a 15-year hiatus in building, the first GRP Windermere 17 was launched. *Tripple* was a copy of the 1960s *Ripple II*, designed by Arthur Robb, and proved a great success. It helped kickstart a building revival, although widespread use of GRP was not adopted. *Tripple* was followed by *Freedom*, the first of 13 Ian Howlett designs to be launched.

Eighty Windermere 17s have been built, and there are now two divisions within the fleet, for boats built before and after 1981. Despite being 108 years old, the class has adapted well to modern techniques and ideas without losing sight of its roots. More than 20 boats still race regularly on Windermere, and with a new boat launched this year, this class's future looks healthy indeed.

Above: Vanity is one of more than 20 Windermere 17s still racing



WINDERMERE 17

LOA (MAX)
25ft 6in
(7.8m)

LWL (MAX)
17ft (5.2m)

BEAM (MAX)
5ft 10in
(1.8m)

DRAUGHT (MAX)
4ft (1.2m)

SAIL AREA (MAX)
300sqft
(27.9m²)

DISPLACEMENT
576lb
(261kg)

DIFFERENT TYPES

Many designers have used the hull shapes they produced for the Windermere 17s as the basis for their future designs. Sparkman & Stephens' very successful 12-Metre design *Intrepid*, from 1967, for example, is very similar to the Windermere 17 *Segelfisch*, which the company designed in the same year. Features of Ian Howlett's *Freedom* design, which was launched in 1982, can also be seen in his 12-Metre designs *Victory 83* and *Lionheart*. One of David Boyd's Windermere 17 designs was also later developed into the Rustler 24.

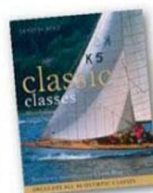
OLD AND NEW

The oldest Windermere 17 still afloat is *Merlin*, built by Shepherd's (Windermere) Ltd in 1908. Designed by Percy Crossley, she still sets the original 300sqft (27.9m²) gaff rig. The newest boat to be built is the Ian Howlett-designed *Flying Duckman*. Built by Demon Yachts of Ipswich in Suffolk, she has a GRP hull, foam core and carbon fibre mast.

INFLATION

In 1904, a brand new Windermere 17 Restricted Class cost £100.

www.royal-windermere.co.uk



Vanessa's book *Classic Classes* is out now:
www.classicboat.co.uk

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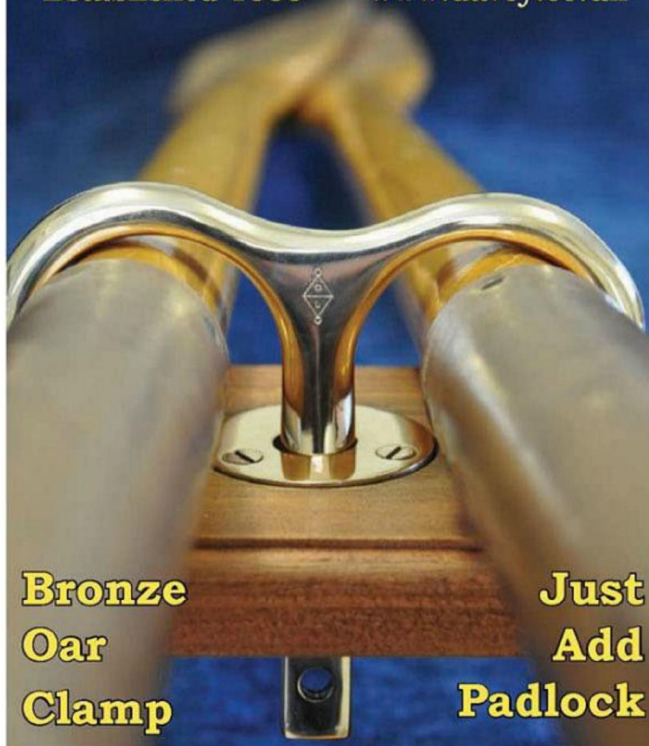
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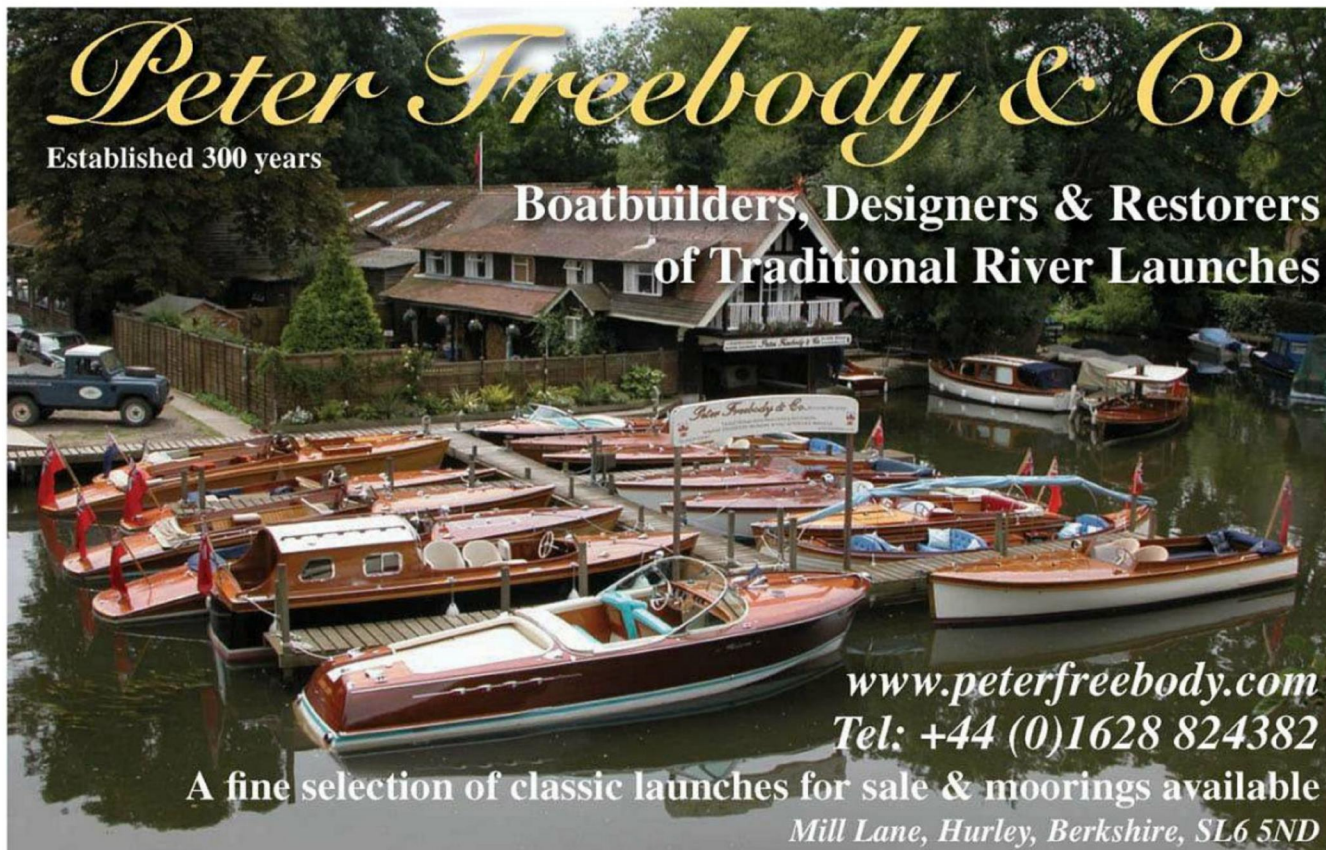
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WOODEN SHIPS BROKERAGE

Like father like son

We've enjoyed the sage words of boat broker and guru Peter Gregson over the years, so much so that we went to his Wooden Ships HQ in Dartmouth, Devon, to interview him (full article at www.classicboat.co.uk). So we were delighted to hear that his son Richard is gradually taking over the business. The website (www.woodenships.co.uk) is now much improved and features a new section called 'small craft', listing for sale the small boats that often fall through the cracks. See below for a few examples from this small, but growing, section. Also on the site at present is something very special indeed: the last unrestored Bristol Channel Pilot Cutter, at a fraction of the cost of a newly-built one (see right).



MADCAP

Last unrestored Bristol Pilot Cutter

Madcap was built by Davies and Plain of Cardiff in 1875. She's reputedly as strong today as her builders intended, cruising as far as Greenland under the same owner for 40 years. She's 43ft (13.1m) long and has berths for nine. She's on at £165,000, lying Belfast. One would-be buyer has been declined – so experienced boat owners only for this rare treasure. Alternatively, *Ezra*, a 44ft (13.4m) 2006 Working Sail Scillonian Pilot Cutter, is on at £265,000, complete with an active charter business.

Sensible yachts

Somewhere between a Pilot Cutter and a dinghy is a 25-30ft (7-9m) classic bermudan yacht. A couple of interesting ones here: a completely original (1949) 25ft (7.6m) Luke Five-Tonner, a good value alternative to a Vertue at £9,750; and a Holman 28, built in 1962, for £11,000. Both are lying on the South Coast.



EILEEN RAMSAY PPL



SMALL CRAFT

Small and perfectly formed

1 1948 Firefly. A Mk II original with her sails, spars and rig belonging to a CB staff member. Hull is varnished. Asking £500 or so, in Brighton.

2 Mevagissey Tosher. Classic Cornish working vessel, gaff cutter rig, year of build unknown, 20ft (6.1m) LOD with new rig and sails and a rebuilt Stuart Turner engine. Asking £10,500, lying Cornwall

3 Torbay J-Class. 20ft (6.1m) centreboard yawl designed and built in 1920 to race in Torbay, Devon, one of only two class survivors, and rebuilt by Fairlie Restorations in 2010. New sails, outboard and custom trailer. "Perfect for Swallows and Amazons", says the broker. Lying Devon, £6,500

4 Rivers Class gaff cutter. A 23ft (7m) half-decked gaff cutter dayboat. Like the above, a rare survivor of a class: 16 were built for the Royal Mersea Yacht Club. New rig and sails, diesel engine and trailable. Lying Isle of Man, asking £10,750



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BIM 56 FOOTER

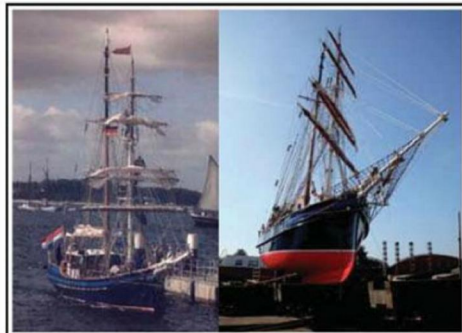
56 foot, larch on oak hull, Oregon Pine deck, cruiser stern, ex-mfv for sale.

Built by BIM, Killybegs, Ireland 1958. 176 HP 8LXB Gardner Engine (reconditioned 2004), twin-disc 509 gear box. Vessel is one of the last remaining of 36 BIM 56 footers built.

Vsl quite sound, in need of major restoration. The vessel had an illustrious fishing career, and was well cared for.

Vessel ceased fishing operations in early 2004. The current owner would wish that new owners would give this vessel the new lease of life that she deserves.

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'8 ton' West Channel class yacht designed and built in 1952 by Morgan Giles Ltd of Teignmouth. Planked in excellent quality mahogany with original spars, yanmar engine and lots of gear.

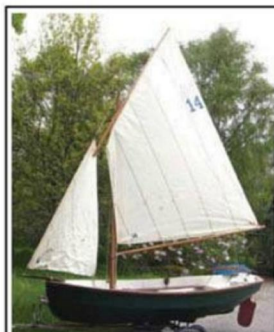
Owners time overseas has meant that she has been a little neglected over the past 2 years, she now requires a new lease of life. Excellent pedigree and original fittings as per 1952. More details see www.morgangilesyachts.org.uk and click on For Sale or call 07779 510117.



MARY CK78 - ESSEX OYSTER SMACK

Lute stemmed long keeled ex fishing boat reputed to have been built in 1844 and rebuilt in 1900. Second full rebuild in 1996 - 2000 by professional shipwrights Brian Kennell and Shaun White, at Downs Road

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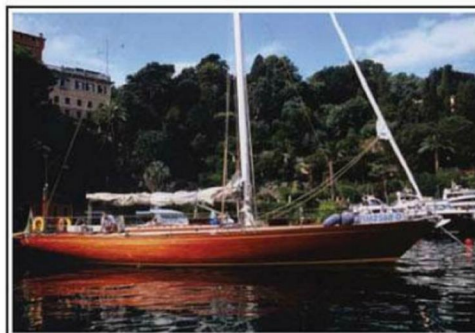
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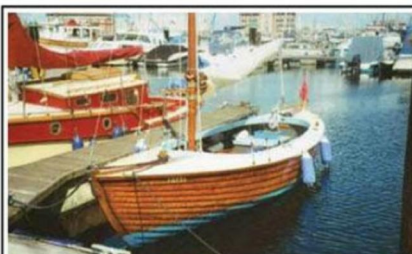


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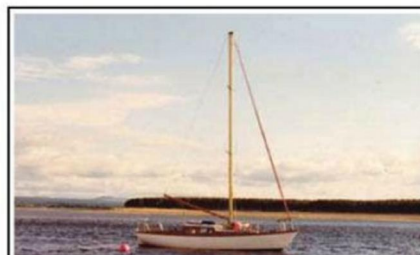
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Classic Yacht Brokers



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MOLITA was designed as a fast cruiser. Now MARIGAN her undoubted appeal inspired her current owner to rescue her. Every aspect is impressive - his aim to sail the Classic Circuit with family and friends on a boat without weakness in her structure, including a solid teak deck. She is therefore no delicate 100 year old museum piece but a true vintage yacht to be sailed as hard as originally intended. A gaff rig with top sail will always inspire but MARIGAN has an almost natural quality about her as she sails. She is fast, strong and very beautiful!
€375,000

Lying Spain



58 ft Bjarne Aas 12 Metre Cruiser Racer 1953
Bjarne Aas's designs had a reputation for being seaworthy, beautiful and fast and YANIRA qualifies on all three. She has enjoyed the same Spanish ownership for more than 20 years - both cruising the Med as well as classic race regatta wins too numerous to list. Her hull sections allow her to beat modern designs in the right conditions but with excellent accommodation below; huge deck space and taking her roots from a sea kindly 12 Metre - who could want for more?
€280,000

Lying Spain



45 ft Sparkman & Stephens Sloop 1970
Built in Trieste in 1970 by Astilleros Mariano Craglietto - It was certainly a different era when a yacht this beautiful raced round the World in the first Whitbread Race - GUIA finished 5th! S&S seemed able to blend the CCA and the then blossoming IOR Rules into capable and fast boats with good looks as a by-product. Testament to her fine pedigree, GUIA is a wonderful family cruising boat and races successfully on the Mediterranean Classic Circuit.
€225,000

Lying Spain



30 ft Ed Burnett Gaff Cutter 2001
Born of a collaboration between Nigel Irens and Ed Burnett - easy lines and a heavy displacement hull by modern standards yet with sufficient sail area to yield exciting performance and as an exceptional cruising boat - not to mention unmistakable good looks with maybe just that hint of Laurent Giles and Harrison Butler. FOXHOUND, still in her first ownership, has been cherished and her condition hard to fault, succeeding both as a family cruiser and racing gaffer.
£130,000

Lying UK



42 ft Holman Cutter Rigged Sloop 1963
WHIRLAWAY is sea kindly, fast and beautiful... Many yacht owners would be happy to settle for any one of these three qualities - she has a history and underlying beauty that has inspired her owners continuously to upgrade and enhance her - with significant refits since 1998. Given her top quality original construction by one of the best UK yards of the time she remains in impressive condition.
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Lying UK



43 ft Sparkman & Stephens Sloop 1963
CLARION OF WIGHT was launched as a state of the art offshore racer, thankfully at a time when beautiful boats were still a by-product of the designer's quest for speed and interiors could still be friendly and accommodating - she remains much loved by her owners (of over 15 years) and certainly fast enough to hold her own in a modern or classic fleet. For many her name and pedigree will speak for themselves - A magnificent all rounder with a Fastnet win to prove it!
£125,000

Lying UK



48 ft Charles Sibbick Yawl 1906
THALASSA is from another era and she is one of the few yachts that kept sailing through that difficult old but not yet classic period of the late 1960s and 70s during which numerous wonderful old yachts were spoiled. This one however is a genuine time machine and her honesty can leave you spellbound. This season her current owner has re-installed her mid 1920s sail plan, which has her not only looking beautifully historic but on a practical note is both manageable and powerful!
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Lying UK



44 ft Sparkman & Stephens Yawl 1949
We often enthuse about this period from Sparkman & Stephens combining the classic beauty of a vintage yacht with the performance that such yachts from the bloodline of DORADE proved outstanding for many years to come thereafter. LAUGHING GULL has had only three owners and much of her original detail remains intact. A few years ago Olin Stephens told her current owner he had designed this boat with slightly longer overhangs to enhance her beauty - believing that a beautiful boat is a faster boat. Need we say more?
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Lying Holland



41 ft McGruer Cruiser 8 Metre 1963
INISMARA is one of the 23 yachts in her class built between 1951 and 1968, displaying her winning ways immediately with 17 wins from 25 starts in her 1st season. She has benefitted from very few owners and impressive maintenance. Incredibly nimble under sail she has charm, style and enough luxury for cruising, just as James McGruer and the Rule intended. On the racing front again she enjoyed several wins in the Scottish and West Highland series in the late 90s.
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34ft GU Laws Gaff Yawl, 1905
Pitch pine on Oak. Rebuilt in present
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Devon £60,000



35ft Sole Bay, 1968
Wooden Gaff ketch. Aft Cabin.
BMC eng. Well kept.
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15m Bermudan Ketch, 1938
Motorsailer, pitch pine on oak.
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Kent £59,000



40ft Camerit with Aux sails, 1954
ex-fishing boat. Heavily constructed.
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N. Essex £69,000



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27ft Tomahawk, 1962
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32ft 10T Hillyard Ketch, 1971
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22ft Elton Boat Co, 1982
Varnished clinker. Larch on oak.
"As new condition", rewired.
Yanmar 18hp eng.
Scotland £19,500



29ft Kylix Cutter, 1981
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Centreplate. Yanmar eng.
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29ft Peter Duck, 1963
Porter & Haylett. Iroko on Oak.
Bermudan Ketch. Sails '07. New
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24ft Upham's Waterbug, 1938
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23ft Deben 4t, 1938
Whiststocks built. Blake design
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8.3m Rossiters Pintail, 1965
Wooden Bermudan Sloop rig.
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30ft East Coast One Design, 1912
GU Laws design No1 of 10 all
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23ft Feltham's Gaff Cutter, n/k
Long keel. Shipwright's own
restoration. Albin eng. Complete.
Ashore
Torquay £10,500



25ft Fifie Fishing Boat, 1949
Converted back to sail 2002. 86hp
Ford eng. Hold/cabin. Heavily built.
basic fit out below.
Northumberland £9,950 ONO



30ft Dickies Gaff Cutter, 1929
Lock Fyne skiff by Dickie's rebuilt in
90's. Pitch pine on oak, teak decks.
Inboard. Goes Unused.
Scotland £7,950



19ft Gaff Cutter, 1937
Stone's Brightlingsca. New wooden
spars, sails & rig. 5hp outboard.
Well maintained.
Essex £9,950



28ft Twister, 1964
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Offshore racing in 1965. Inboard
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refitted. Essex £12,500



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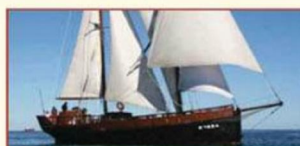
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28m (92ft) Twin Screw Schooner. Built Pitch Pine on Oak 1907, completely rebuilt in 2004. Luxury accommodation for five in three cabins (+ 4 crew). Twin Gardner diesels. Wi-Fi! Drop dead gorgeous! Euro €2,200,000 - No offers - Location - Western Med.



17.5m, 57ft on deck, Wishbone Ketch. Built Oak on Oak in 1928. She offers accommodation for up to 17 in 5 cabins. Engine is 121kw (162hp) 6-cylinder diesel (1979) Recently chartering. Euro €99,999 - Location Gdynia, Poland



14m (46ft) Modern Classic Sloop. Built Italy, 2003. Construction is cold moulded, double diagonal over strip plank Cedar, all epoxy / glass sheathed. 6 berths. Yanmar 40hp diesel. A real stunner! Euro €198,000 - Lying Costa del Sol, Spain



10m (33ft) Fairey Marine Swordsman. Fast cruiser. Up to six berths, two heads, excellent galley. Twin Volvo Penta TAMPD41P-A 200bhp diesels installed 2000. Superbly maintained - £59,500 Offers invited! - Location River Colne, Essex



11.5m (38ft) Modern Classic Yawl. Hull by Spirit Yachts, 2000, 6 berths in three cabins. Lister 30hp diesel, absolutely beautiful! Survey available - Please ask for a copy - £145,000 - Location - Chichester Harbour



12.6m, Buchanan 41. Built Burma Teak on Canadian Rock Elm to Lloyds 100A1 in 1964. Up to eight berths in two cabins, Perkins 4.107 diesel. All almost original! Now needs some refurb' and a new Owner. £44,950 - Location - near Belfast NI.

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Carician - just returned from her bi annual visit to the great Bates specialist, Carician is an ideal touring boat with loads of on board extras such as a generator and a very generous owner's cabin.

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Tillingbourne is a rare cold moulded Thames conservancy launch in tip top condition having been refurbished by Classic Boatworks in Norfolk.



Spruce Goose represents 30ft of contemporary classic with twin pots, three cockpits, custom trailer and abundant character thanks to the revival of the great HackerCraft brand.



New for 2012, a low maintenance 31 ft launch with space for 12, a loo and a small galley, ideal for entertaining in all weathers for a private or professional owner.



Seamew - a Dunkirk Little Ship with an attractive interior which has been recently revarnished and generally fettled. Get to know your boat in time for the next Dunkirk Return trip.



Sprite - a twin screw cruiser which has been in the same ownership for many caring years. He is moving to a larger vessel and is looking for a good owner for this lovely vessel with a large saloon.



Pepys is a really usable weekender with a large cockpit and excellent use of space inside and out, great Thames mooring also available.



Vega - a sleek slipper stern launch reconstructed by a Norfolk yard from an original early thirties turtle deck. Lovely Brazilian mahogany with acres of varnish



Pindaric - a motor yacht with a war history in which to cruise long distance with sleeping for seven and an interesting layout which makes the boat feel much larger than its 45 feet



Dorney - offers invited for this 1930s Dutch day cruiser. A sleek foredeck and a large cockpit make this a stylish option for river or estuary.



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44' Isles of Scilly pilot cutter, designed and built by Luke Powell in 2006. Equally comfortable as a private vessel or charter boat, she has successfully worked charter on the west coast of Scotland for the last 5 years. Forecabin with 4 single berths, 2 large double quarter berths and a single pilot berth in the saloon. The strength and quality of this boat are only matched by her performance, she gives the feeling of a proper little ship and has the benefit of being virtually new. You could skipper your very own charter business!

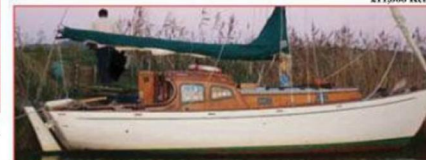
£265,000 Scotland.



43' Camper and Nicholson sloop. 1960. One of 5 similar cruiser/racer yachts designed and built by C&N. Honduras mahogany hull. Lead keel. New bottom in 1999. New solid teak deck 2003. Alloy mast, new rigging 2009. Volvo 50hp diesel. 8 berths. Exceptional value at £96,000 Devon.



Holman 28. A larger sister to the Holman Sterling, built 1962. Larch planking, ply deck, alloy mast, new Nanni diesel. 5 berths, separate heads, head-room throughout. The ideal small, economical cruising yacht for most people. Wobbly knees so must sell, a bargain boat! £11,000 Kent.



25' Luke 5 tonner. Built by Lukes on the Hamble 1949. An almost totally original example of this lovely little cruising yacht in the mould of the more famous Vertue. Mahogany planking, new pine deck. Beta marine diesel. 3 berths. She's basic but she's just lovely and not expensive. The best value nautical garden shed you will find. £9,750 Poole.

Craftsmanship

Gloriana's builder

The builder of *Gloriana* and 40 other boats in the Queen's Jubilee Pageant this June talks to *Steffan Meyric Hughes* about traditional Thames boat types, and a wooden clinker submarine

Every time Mark Edwards, master craftsman of the upper tidal Thames and builder of more than a hundred wooden boats (including royal rowbarge *Gloriana* – see p86), picks up the phone, he says the same thing. “You’re not going to guess what I’m doing – bailing out boats.”

This unglamorous work, carried out with sawn-off milk jugs on tippy boats in the rain, has been part of the boat-hire and build trade since far beyond 1970, when Mark started as a 16-year old dogsbody at the exact place he is now: Richmond Bridge Boathouses, a little workshop under an arch on the towpath.

In 1970, the hire trade for wooden rowing/camping skiffs on the Thames was just about dead, after a boom in the 1950s and 60s, when day hire was supplemented by “the night trade”. “A couple would take a boat out and moor up somewhere for the night,” Mark explains. You can guess the rest.

By the time Mark began, glassfibre, cheap flights and a bit of money in people's pockets had put an end to the idea of rowing wooden boats on the Thames, and that was a disaster for a young man who had fallen for their charm. A degree in geography was followed by a spell working as assistant carpenter in south London's Bushy Park, under Fred Coppard, retired Royal Navy shipwright and carpenter. From Fred, Mark learned two important lessons: “Not to be afraid of any job. You can't always get, say, a glazier in time, so you have to do it yourself.” The other lesson was the value of sweet chestnut for hull planking. Mark is possibly the only boatbuilder to make it his principal planking timber, although it has historical precedent on the Thames. “It's easier and quicker to work than oak for small boats.”

By the 80s, the wooden skiff revival was in full flow and Mark was renting space at Constable's Boat House, also in Richmond, to build double skiffs – mainly for private clients. “I learned a lot from the other boatbuilders there – men like John Cox, formerly boatbuilder at Eton College.” In 1992, Mark returned to his alma mater, the tiny shop under the arches, this time as the owner of the business.

We repair for lunch (fishcakes and white wine) on a floating restaurant outside the workshop, where Mark gives a potted history of boats on the Thames, particularly double skiffs, of which he has built more than 30. These ‘pleasure skiffs’ were developed in the 1860s by a Mr Messum (also of Richmond) for city men to enjoy at the weekends, as the wherries used by Thames watermen were heavy and difficult for the inexperienced and feeble of arm. The type was made famous by *Three Men in a Boat* (not to mention the dog – or Griff Rhys Jones).

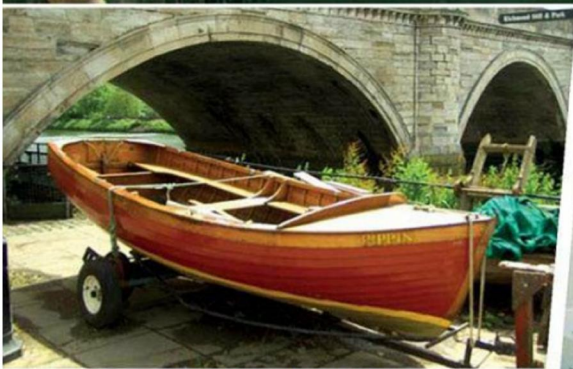
These days, Mark charges about £16,000 for a 25ft (7.6m) double-sculler with room for three passengers. “Thames builders were very conservative,” he says with a smile. “Steamed timbers have been around since perhaps the 17th century, but Thames boatbuilders didn't use them until the 1930s.” Mark avoids steamed timbers himself. “They rot out in 20 years, because unless you joggle the steamed frame, muck gathers behind them.”

“Thames boatbuilders didn't steam timbers until the 1930s”

Mark's knowledge of the vernacular craft of London's river informs much of his work and in 2002, led to the building of a wooden submarine for the BBC series *Building the Impossible*. The idea stemmed from the ages-old tradition among Thames fishermen, who towed their catch to Billingsgate in live boxes shaped like fish. In the 1620s, visiting Dutchman Cornelius Drebbel saw how the boxes were less drag when they dived under water on tow, and built a wooden submarine on the principle, rowed through leather, watertight holes in the side. Mark's version for two scullers used ½in (12mm) clinker planks on very heavy, closely-spaced frames, to withstand a pressure of 5 tonnes per m² (7psi) at the maximum operating depth of 5m (16ft). The whole thing was built using traditional tools – mainly an adze.

But perhaps the most traditional thing about Mark and his yard is the building of boats on the towpath, a public highway in one of London's most affluent boroughs. He has a right enshrined in law to do so, after boatbuilders there rioted against restriction in 1780. “Besides,” he adds, “people love to see it. We don't get complaints.”

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Top: Note the shop sign – submarines!
 Middle left: Work spills out of the tiny workshop onto London's riverside
 Middle right: Mark's clinker submarine with BBC crew in 2002
 Bottom left: Starting work on a restoration
 Bottom right: Ordered chaos



TURKEY

Strong spirit of tradition

The rise and rise of spirit of tradition yachts has spread to Turkey, a country with a long and ongoing tradition of wooden boatbuilding, most notably the local workboat schooner type, the traditional Gulet. The latest launch from the Arkin Pruva yard in Antalya is a very different beast, from the drawing board of British yacht designer Ed Burnett. *Shindela* is an 83ft (25.3m) bermudan schooner in wood-epoxy for a private client. Her look is largely traditional, but with a moderate fin-and-skeg underwater profile and a

rig designed for family cruising. "In modern yachts, everyone gathers in the cockpit," explains Ed. "On classic yachts, you get pockets of people enjoying different parts of the deck." This has been borne out to its logical conclusion on *Shindela*, which can offer good performance all rigged, or a relaxing area between the two masts when the gooseneck and boom are raised on the foremast, and an awning extends from the side of the boom to the gunwales on each side. "You can sail along with a dining table under cover on the deck," says Ed.

NEW TEMPUS CLASS

The Arkin Pruva yard is now halfway through the commissioned build of its first Tempus 90, a new spirit of tradition sloop in wood-epoxy, inspired by the J-Class and drawn by another British naval architect, Rob Humphreys. The Tempus Class range is from 70ft to 170ft (21m-52m), and is also available in aluminium, although we were pleased when project manager Kahraman Önder told us "we prefer wood". The Tempus 90 costs around €2.5 million (£2m) – www.tempusyachts.com.

Above left: Ed Burnett's Shindela
Above right: Work on the first Tempus Class 90



CORNWALL

International 12-Foot: two in build

The International 12-Foot is a delectable thing, embodying the very soul of a vintage dinghy: varnished clinker planks, lashings of sheer and lugrig. The Italians, Japanese and Dutch love them; a recent rally in Venice attracted 86 of the 250-strong Italian fleet. Mention the I-12 in Britain though, and people think of the National 12, the fast, planing dinghy of the 1930s. The boat is, in fact, British; designed by George Cockshott in 1912, it has the distinction of being the world's first international class. Victor de Juan, boatbuilder with Ben Harris (featured in CB286 for his new yacht *Alva*), has entered the fray with two in build and near completion. They will cost about £10,000. See www.harriswoodenboats.co.uk.

USA

Bill Luders yawl refit

Classic revival guru Donn Costanzo and Bruce Wahl of Wooden Boatworks have been busy since they last graced our pages in 2009 with the newly-built P-Class *Kid II* (CB253). The 49ft (14.9m) Bill Luders yawl *Storm*, built in 1946, has been undergoing a laddered off-season refit since 2010. Last winter, they replaced her decks and restored her cabin trunk, cockpit, interior, systems, and built the masts and spars for her new yawl rig. This winter, the crew is completely replanking her hull with yellow cedar and Honduras mahogany.





NORFOLK BOARDS

IBTC hire yacht re-launch

The classic Broad's yacht *Falcon II* has left Suffolk's International Boatbuilding Training College (IBTC), after a complete rebuild and 6ft (1.8m) lengthening, reports Richard Johnstone-Bryden. She was built as a 23ft (7m) three-berth hire yacht and the 1947 Blakes brochure lists her hire price as £12-£14 per week in peak season.

RICHARD JOHNSTONE-BRYDEN

SUFFOLK

A quarter century, a relaunch and a new shed

The 25-year-old Harbour Marine Services of Southwold (*right*) – the only yard with two boats shortlisted in our 2011 Restoration Awards – has just gained planning consent for a 2,400sqft (220m²) new shed between its present two sheds, an increase of about 35 per cent in covered space. A larger workforce is not, however, imminent; the present staff of around 16 is ideal for hands-on owner John Buckley.

RE-LAUNCH FOR 1892 GAFF CUTTER LEILA

There was also quite a party at the yard this June for the re-launch of the 1892 gaff cutter *Leila*, 42ft (12.8m). She's owned by the Leila Trust, and will be used for sail-training once rigged and fitted out. She will be on display at the Great Yarmouth Maritime Festival on 1-2 September. Internal fit-out will be completed this winter and she expects to be MCA coded and ready by April 2013. *Peter Willis*



NEW ZEALAND

Last Logan rebuild

The rebuild of the last Arch Logan-designed yacht, *Gypsy*, built in 1939, is under way, following her disastrous collision and sinking in February (News, CB286), reports Chad Thompson. The new Gypsy Trust has been formed, and work on the 34-footer will be overseen by trustee Robert Brooke, retired director of the New Zealand Traditional Boatbuilding School. The leading shipwright is Colin Brown, who will be assisted by Joshua Hawk and volunteers. Owner John Pryor is taking the opportunity to reinstate *Gypsy* to original: bermudan cutter rig and no deckhouse.

NETHERLANDS

Adding Essence to water

The first Essence 33 (*below*) has been carrying out sea trials in the Netherlands where she was designed by Andre Hoek and built at the Yagt yard. The concept here is a 'superyacht-standard daysailer' and although the yacht nods to tradition in her above-water hull form, the reality is rather different: lithium-powered electric propulsion, rod rigging, carbon spars, under-deck running rigging and push-button winches. The first boat has made 10-15 knots in trials and five more are in build.



S&S BOSS LEAVES

Bruce Johnson has left Sparkman & Stephens after 12 years, first as chief designer then as president, to join Maine's Front Street Shipyard in a business development role.

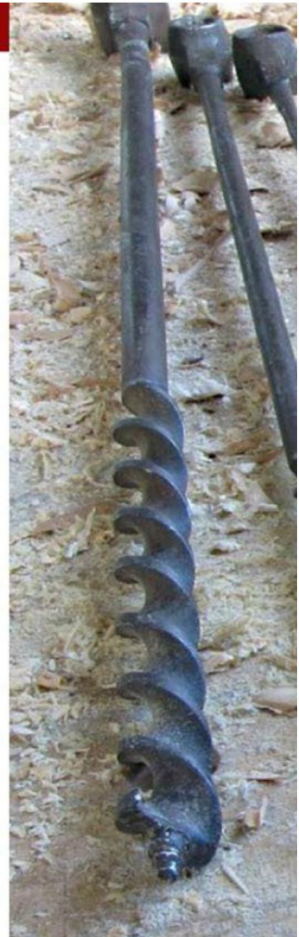
FIRST NEW YARMOUTH 22

Yarmouth Boats has built the first of its new Yarmouth 22s, a little sister to the popular 'GRP classic' Yarmouth 23. Learn more at www.yarmouth22.com.

Boatbuilder's Notes



*Left: Passing a saw kerf between the deck beam and the mast bitt ensures a snug fit
Below: View from the deck showing where the bitts will sit in relation to the mast*



EXPERT ADVICE

Making mast bitts

BY WILL STIRLING

Mast bitts play a critical role for making off halyards and other lines. For strength, they should be attached to the deck beam at the after-end of the partners – the heavy deck timbers that support the mast. This deck beam and its mate at the forward end of the mast partners are of greater scantling than the other beams, because they provide one of the three points of support for the mast (the mast step and rigging being the other two).

Any of the halyards coming down from aloft and made off at the mast pin rail will try to pull the bitts upwards. If they are simply bolted through the beam, they will move a little to begin with, a little more in years to come, and will be liable to leak. The question is, how does one chop the minimum amount out of the deck beam, and create a joint with more resistance than a bolt?

First, cut a tapering rebate in the beam alongside the mast partners.

Leave the beam full at the top, but go in by a third of its thickness at the bottom. To create the joint, make repeated saw cuts in the beam, knock out the timber between the cuts with a chisel and clean up with a rebate plane.

Next, mark up one of the bitts, taking care to configure it correctly. When you draw the cut-out for the pin rail, make sure there is sufficient clearance under it, and that there is enough timber above the rail to make off a rope. Transfer the marks to the other mast bitt, and machine them both.

FITTING THE BITTS

Fit the mast bitts by cutting a corresponding joint where they will mate with the beam. Bear in mind that the deck beam is square to the bend of the camber, whereas the mast bitt will have to be upright. To get round this, clamp the bitt into position, then pass a saw kerf between the top face of the deck beam and the mast bitt so that it fits

down snug with the deck. Drill and bolt through the beam.

The bolt is now acting in tension, holding the joint together. If the mast bitts were to move upwards under the force of the halyards, the joint would become wider across the fore and aft orientation. The bolt will not allow this, so the upward force of the halyard is transferred to the whole face of the joint and beam, rather than merely relying on the diameter of the bolt alone. The minimum has been cut from this important deck beam, yet a very strong joint has been created.

“The minimum is cut from the deck beam, yet a strong joint is created”





Traditional Tool Auger

BY ROBIN GATES

These Scotch screw augers had been handed down through generations from a Northumbrian shipwright, lying idle for half a century for the want of a handle to turn them. They make up an odd set, cutting holes from $\frac{1}{4}$ in to $\frac{3}{4}$ in (6-19mm), but with eyes all of different sizes, perhaps acquired individually as needs arose.

With a drawknife, I shaped new ash and hazel handles, then cleaned the rust from the lead screws and lightly filed the cutting lips. My reward was the rhythmic crunching of an auger slicing its way through timber and lifting its typically rumpled shavings to the surface.

The hand auger conveys the feel of traditional boatbuilding like no other tool. Powered by muscle, boring a hole measured in half-revolutions, it appears archaic now, yet it served the needs of the shipwright virtually unchanged for centuries. A Viking

longship builder, if he picked up an auger today, would know exactly how to use it.

Augers vary according to purpose. Some lack the lead screw that pulls the auger into the wood, because it can be prone to deviate in persuasive grain. Others have spurs – sharp cutters which scribe the hole's circumference for a cleaner entry.

But they all deliver creeping progress for much physical effort, and this is their secret strength. They cut deep, large-diameter holes that

would send a power drill into squealing meltdown. And the auger's steady pace promotes careful working. The length of it, alone, provides an excellent reference for maintaining accurate alignment.

Accommodating countless trenails, the old-time shipwright developed great precision with the auger, not to mention a lean, muscular upper body. When hand augers were phased out in larger yards in the 1900s, the air-operated augers that replaced them were given undersized bits because holding a heavy, fast-cutting machine resulted in ragged, oversized holes.

But in smaller yards the work of the hand auger was shared by the brace which evolved from it, with a crank enabling continuous rotation and a chuck accepting a wide variety of bits.

“A Viking picking up an auger today would know exactly how to use it”

Above: Augers, and a brace and bit

Right: The screw auger lifts shavings clear of the hole

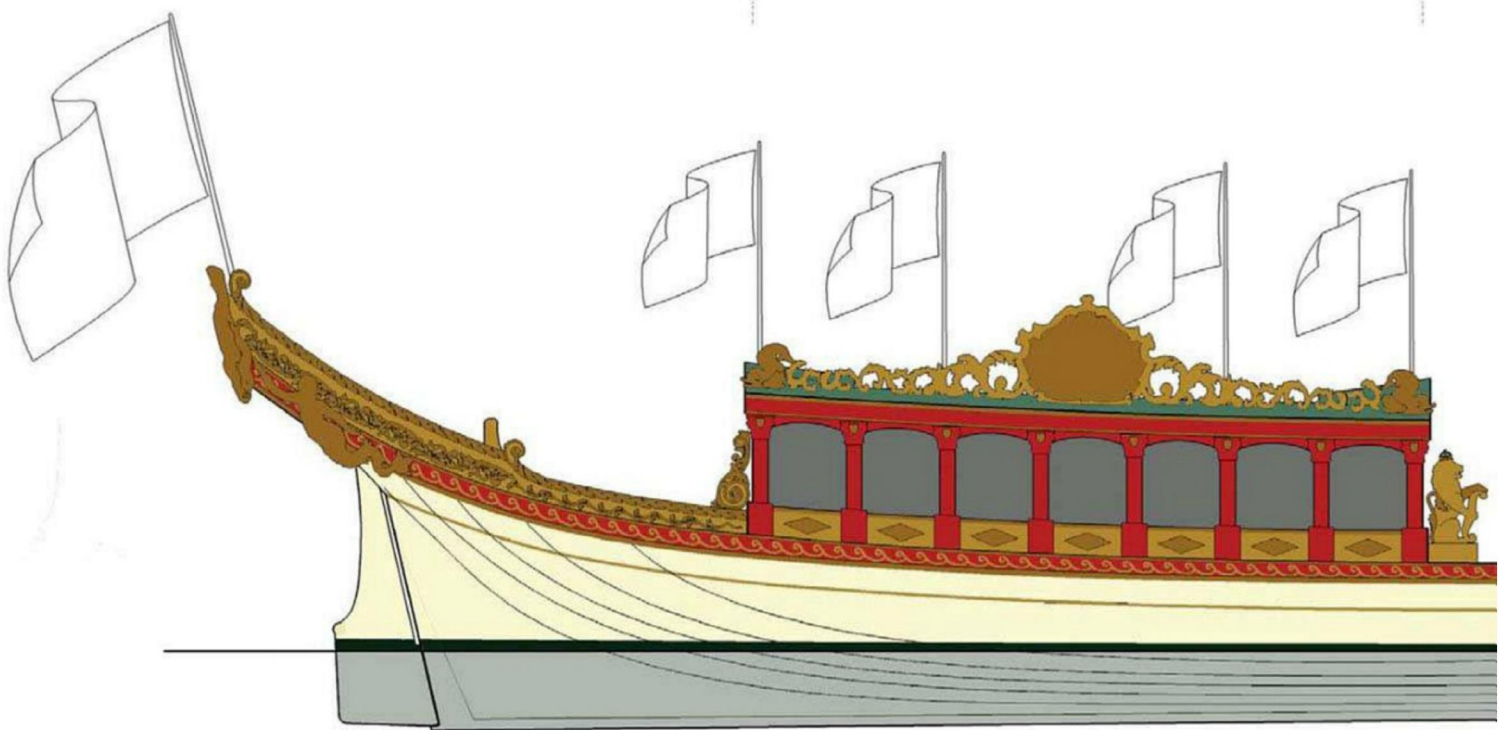
Far right: Augers showing lead screws and cutting lips



GLORIANA

Design & build

Steffan Meyric Hughes found out about the challenges of building a timeless vessel for a time-strapped society



The star of the Queen's Diamond Jubilee Pageant this year started in the offices of two of Britain's most recognisable names: Norman Foster as designer and BAE Systems for the build. The project for Lord Sterling, ex-P&O director, philanthropist and maritime enthusiast, was for a royal rowbarge to commemorate our Queen for years – or even centuries – to come. The design, for a shallop-like craft in glassfibre, was soon spiralling out of control in terms of size and weight, and were shelved – until Mark Edwards, boatbuilder on the London River (see p78), stepped forward with a suggestion as old as civilisation: why not build the boat in wood?

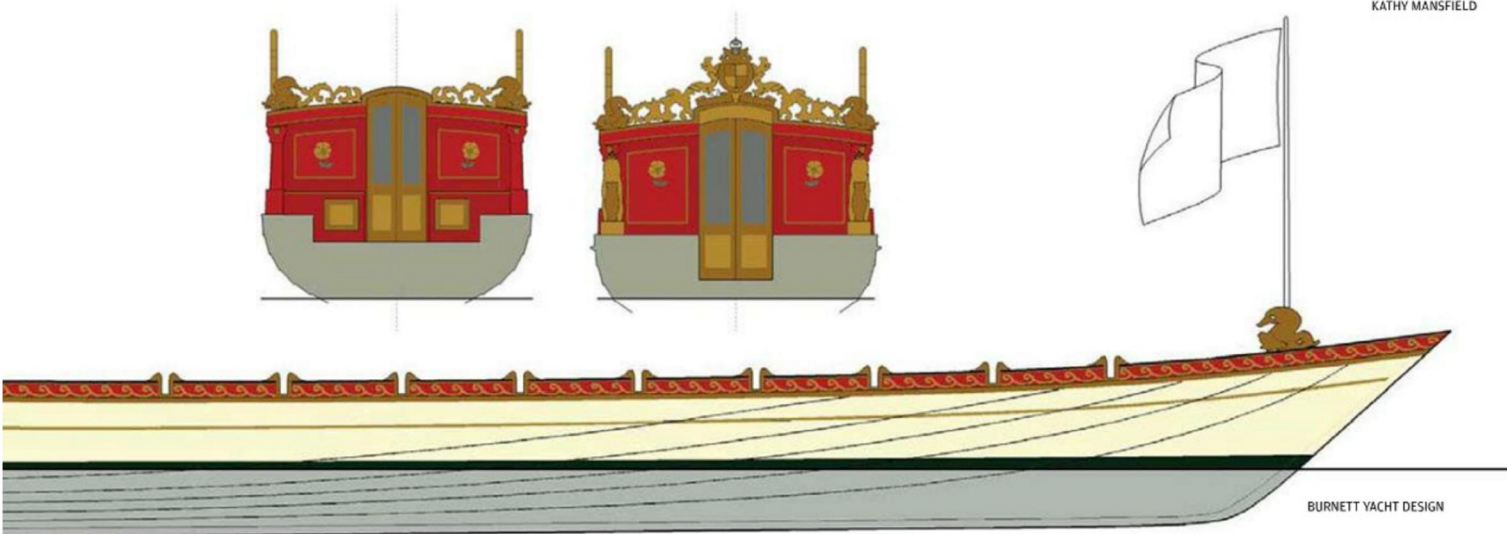
Some trawling around for plans followed, first in an astonishing book usually found only in national libraries:

Architectura Navalis Mercatoria, by the Swedish renaissance man Fredrik Chapman, one of the first naval architects in the modern mould. This 18th-century tome contained a plate showing a ceremonial rowbarge on the Thames – nothing else is known about it, but it fitted Lord Sterling's brief for the boat: "Something timeless as a legacy on the Thames for this Queen." A boatbuilder, a customer and a grand plan were in place. All that was needed was a naval architect or three, a million pounds, 68 strong men and a thousand books of gold leaf.

Mark enlisted naval architect Stuart Roy, who computerised the lines of the mystery barge, as well as others, like Prince Frederick's famous 63ft (19.2m) barge on display at the National Maritime Museum, built in 1732. "We wanted the biggest feasible boat within the style of a Royal Barge," he explained, and soon enough



KATHY MANSFIELD



BURNETT YACHT DESIGN

the first plans for *Gloriana* emerged. Stuart Roy asked his former student, naval architect Ed Burnett, to join him in the design office.

"Life has changed so much since those days," says Ed, referring to the 18th century. "The boat had to be designed not just for a narrower, faster-flowing Thames, but for a modern attitude to time. In the days of the old rowbarges, the party would start when the royals arrived. These days, it's choreographed to the minute."

It was soon apparent that *Gloriana* would need MCA Class 5 coding in order to carry passengers, electric motors to help her meet her itineraries and, on such a long boat with so much top hamper, even a bow-thruster. "The challenge," as Ed sums it up, "was to build a modern, MCA-coded passenger vessel without corrupting the nature and appearance of a royal

rowbarge." She also had to be slim and fast: *Gloriana* is powered by 18 rowers and that, as Ed points out, is only 9hp, however beautifully delivered.

Her beam-to-length ratio of 1:6 would in turn create a need for great longitudinal strength, achieved by four full-length marine ply members, in addition to the slim keel. These are integrated to create the rowing galley, and they run aft into the cabin to form parts of the interior, like the seat fronts. The greatest issue, however, was satisfying the requirements of the MCA, through its agent, Lloyd's of London. This certification process would become the biggest headache of the build, which began last November in an industrial shed in an unromantic part of Brentford, west London. With just 22 weeks left to launch, the sound of the ticking clock must have seemed quite loud.

GLORIANA

LOA
87ft 7in (26.7m)

LWL
75ft 6in (23m)

BEAM
12ft 6in (3.8m)

DRAUGHT
3ft (0.9m)

DESIGN DISPLACEMENT
11.1 tonnes

AIR DRAUGHT
12ft 6in (3.8m)



3



JAY WHITCOMBE



JAY WHITCOMBE

- 2 All planks in place, the floors and frames go in
- 3 Note the enormous longitudinals for stiffness

The building of Gloriana

1 *Gloriana's* solid iroko keel is laid

Damian Byrne of Buckler's Hard, Beaulieu, was brought in as project manager, and the build began, upright and on a keel, stem and sternpost of solid iroko. The 15 moulds went in and planking began in $\frac{5}{8}$ in-thick (15mm) plywood from the garboard up. After six planks, there was a pause for the floors to go in, then more planks to a run devised by Mark: 9in (23cm) wide amidships tapering to 6in (15cm) at bow and stern, giving 10 per side.

It was only when the boat was completely planked and epoxied that the 57 solid iroko frames went in. These are $1\frac{1}{2}$ in by 4in depth (4cm x 10cm) and at 1ft 5in (43cm) centres, all sawn. Mark does not approve of steamed timbers at all. "You always get muck gathering between the steamed timber and the planks," he explains, which is why he thinks steamed timbers so often rot out and need replacing. The only way around this is to joggle

the steamed timbers, a rare bit of craftsmanship that has no place in a boat that must be delivered to the Queen on time. The alternative, all-sawn frames, is nearly as old as the river *Gloriana* was designed to float upon. Thames builders didn't start steaming timbers until the 1930s, so it's quite appropriate that *Gloriana* has none.

Another element of boatbuilding on the Thames that dates back to antiquity is alternate timbering, in which the (say) three futtocks of a sawn frame are separated, with no frames running continuously from bilge to gunwale: "That way, there are no points of resistance, and the hull becomes a monocoque in effect," says Mark, citing the greater resistance to knocks that such a build engenders. It is how he builds his rowing boats, but in the 17th and 18th centuries, even large shallops were timbered that way. In this instance, Lloyd's forbade it.



4

4 Rowing gallery with self-draining footwells

5 The skeleton of the coach house in place

6 Painting and decorative gilding begin



5



7



6



8

ADAM SHAFESBURY

The beamshelves, 6in by 2in (15cm x 5cm) and in Douglas fir, went in next, followed by two very unusual longitudinal stiffeners each side. With her great length over narrow beam, all carried on a fairly slim keel, longitudinal strength was always going to be an issue – and Mark already knew how to achieve this, from his work building a smaller shallop for the Queen's 50th Jubilee – *Jubilant*.

The longitudinals are $\frac{5}{8}$ in (15mm) thick and a minimum of 1ft 8in (51cm) deep, providing *Gloriana* with roughly six times the longitudinal strength she needs. Like any other boat, she has been built for her environment and can withstand one of the biggest threats to a boat on the Thames: grounding on discarded beer barrels. This has broken vessels' backs before, and *Gloriana* needed to be built with the possibility in mind.



9

7 Coach house features a heads and carvery

8 The doorway section hides an electric lift for disabled access

9 Finished royal coat of arms



C/O J SUTTON OARS



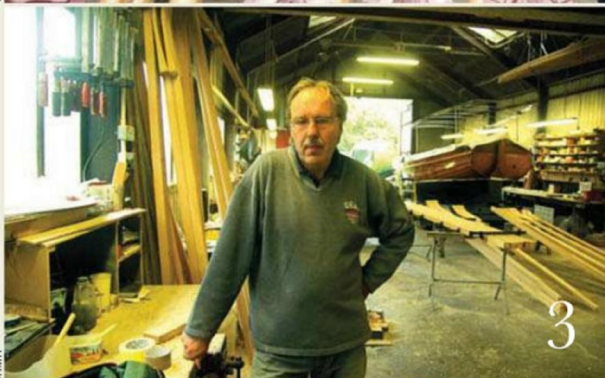
SHHH

1 *Gloriana's* oars, finished and ready for decoration

2 Tools of the trade: planes with bodies and blades tweaked to the right curve for shaping a blade's spoon

3 Oar-maker Peter Martin

4 The stages of creating an oar with a hollow section



SHHH



SHHH

The making of *Gloriana's* oars

The oars on *Gloriana* are on a scale befitting the boat: 16ft (4.9m) long amidships and 15ft (4.6m) at the bows and weighing in at about 15lb (7kg) apiece. Peter Martin, maestro oar- and scull-maker at J Sutton Oars at the Thames yard of Stanley & Thomas, explains that they could have been built lighter, but the balance would have suffered.

"Getting the inboard right is the most critical thing," he says. The inboard is that part of the oar that sits inside the boat, and on *Gloriana*, they were kept solid and square, to balance the weight of the long, round,

hollow outboards. Their construction is in close-grained Canadian Sitka spruce, with the looms traditionally varnished and leathered.

The blades are of a traditional sort known as 'needles', identifiable by their long, thin shape (32in by 6in - 81cm x 15cm). This is not a racing blade - not enough water is displaced on each stroke for them to be the quickest oars in the world - but their relatively easy passage through the water makes them ideal for distance work and the oars as a whole, with their great weight compared to modern carbon fibre equivalents, not only look the

part, but sit better in the water. This, at least, is Peter's prognosis, and he's been making oars for 49 years, so he ought to know.

The intricate design on the face of the blade is by Dean Farley of Hare & Humphreys, a firm specialising in conservation and historic work in painting, decorating and gilding. He was also behind much of the gilding and artwork on the boat. The mythical fish depicted here (and repeated on *Gloriana's* rudder) are dolphins, featured on the 1732 Prince Frederick barge, and a long-standing symbol of the River Thames.

With the longitudinals in place, it was time to install the six watertight bulkheads that are required for MCA coding, a poop deck from which the boat is steered, the boarding deck, which is flush from gunwale to gunwale and has steps (or a lift for disabled access) into the cabins, and the side lockers and rowing footwells, all of which are self-draining. Meanwhile, the coach house was being built in sweet chestnut by a separate team, representing the single most time-consuming challenge of the build.

The heavy iroko rudder was hung on its four bronze hangings and *Gloriana* was fitted out with electrics and plumbing. This included a bow-thruster and twin 8kW British-built electric Lynch motors, good for a day's cruising at five knots with their bank of lithium ion batteries, and super quiet.

More adaptations to her environment appeared in the rowing galley: *Gloriana* has the appearance of old-fashioned cut-outs in the sheer strake (or 'saxboard' in Mark's words), but really, she has rowlocks in bronze. The saxboard is non-structural and can be removed for winter maintenance. If the saxboard is damaged, it can simply be replaced. By now it was spring, and the pilasters and other decorative flourishes were coming along nicely. They are in GRP, gold-leafed and, like so much of the boat, removable for maintenance.

Then, in the small hours of 25 April, *Gloriana* was lowered into the Thames. Within the first few oar strokes from a scratch crew, she was making 4.5 knots and all doubts were quelled. As her naval architect Stuart Roy put it: "That was the eureka moment when we knew she was going to work."

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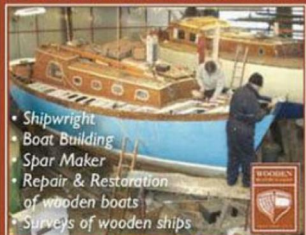


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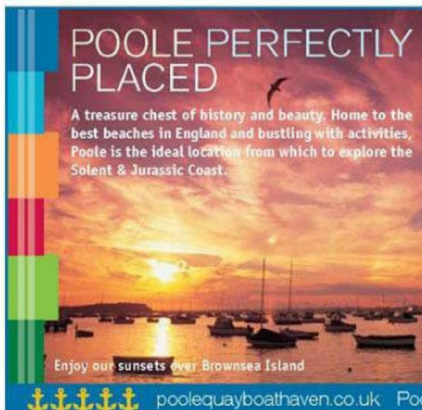
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LETTER OF THE MONTH SUPPORTED BY OLD PULTENEY WHISKY



Great pageant, shame about the BBC

I was delighted to be invited to view the Pageant from Chelsea Bridge and enthralled by the splendour of the event. After most of the fleet had passed under us, we managed to squeeze on to the crowded Tube to Tower Hill. In heavy rain, I was able to skirt round St Katharine Docks past some famous names from Classic Boat history, and on to the riverside with a view of Tower Bridge in time to see the last of the pleasure boats and the Royal Philharmonic playing away on the good ship *Symphony*.

I struggled through the good-natured crowds and was home in Lincoln in time to see the highlights on BBC1. I didn't expect the commentary to be aimed at boat enthusiasts, but the sheer banality and lack of even basic knowledge of boats and the river was astounding. Of course, this was a celebration of Her Majesty's 60 years as Queen, but the Pageant



Left: Matt Baker and Sophie Raworth anchored the BBC's pageant coverage

was about the London River and the boats – not just from the Thames, but from all over the UK and, indeed, the world. The self-indulgent commentary team only seemed interested in telling us what we could see on the screen for ourselves.

The BBC is often accused of 'dumbing down' its coverage to appeal to the younger viewer. What a

pity that such a wonderful opportunity to inform, educate and entertain viewers of this truly historic occasion has been missed. This could have done much to encourage interest in historic and classic boats, which in turn may have helped to ensure their survival for future generations.

Peter Harrold, by email



Rigged story

In your last piece on *Patna's* rig (CB289), you say she was originally a gaff yawl. This is not correct: she was a gaff cutter. The story's photo of a yawl (above) is neither by Beken nor is it of *Patna*. This photo, however, inspired the present rig. Perhaps one of your readers might know what yacht is pictured. **Greg Powlesland, by email**

Ed: Sorry that slipped the net; must do better!



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Crying out for a Tumlare register

I've succumbed to buying a Tumlare. For years I have recognised their wonderful lines and after searching the country, decided on *Alert*.

During my searchings, I came into contact with owners, past owners, crew, surveyors, boatbuilders – and many admirers. Mention the name, and misty-eyed looks are prevalent...

To my surprise I can't seem to find a Tumlare Register; I would love to know if one exists. If there isn't one, there should be, and I would be happy to collect any data readers have. A quick browse of the Classic Boat Index, Uffa Fox's and Adlard Coles' books have provided a mass of articles and ad hoc reports; if you have other sources do tell me.

Rees Martin, by email



C/O RMYC

Olympic power boat race

In the very good piece on the Olympics written by Vanessa Bird in the July issue (CB289), no mention was made of the motor boat races held in the 1908 Olympics. They were held in Southampton Water on 28 and 29 August, organised by the Motor Yacht Club, now the Royal Motor Yacht Club. This was the first and last time motor boat racing was an Olympic sport. Gold was won by the UK, although I'm not sure of the winner's name. I bet not many people know that!

Clive Bartlett, by email

Sailing trust didn't 'muddle through'!

Your excellent article in the July issue (CB289) of CB shows the spectacular results of the hard work and dedication needed to raise over £1m to restore the sailing barge *Thalatta* to her former seagoing glory.

My late father, John Kemp, who turned the *Thalatta* into a schoolship in the 1960s and then skippered her until he died at the wheel off Mersea Island in 1987, would have been delighted. But he would have been surprised to read that the East Coast Sail Trust, which he established to operate the *Thalatta* and her sistership, the *Sir Alan Herbert*, had "muddled along", as you put it.

The ECST, chaired for many years by the formidable H Gordon Parker, owner of Felixstowe Docks, included several distinguished businessmen, including Hervey Benham, Chairman of Essex County Newspapers.

My father and the ECST created "A Week in Another World", a rigorous, ground-breaking educational programme which gave a unique character-building experience to many thousands of deprived children. The ECST won over Ted Heath, Margaret Thatcher and other ministers and secured demanding government educational contracts.



EMILY HARRIS

Those years were tough, with no lottery funding and the need to fight for every penny from individual donors and hard-pressed education authorities.

Nevertheless, the ECST raised considerable sums for routine maintenance and major structural restoration – well beyond that necessary even for the high standards demanded by a government licence to take schoolchildren to sea.

"Thalatta considered by many at the time to be the finest, sailing barge afloat"

Supplemented by the unpaid hard work of several dedicated supporters, such as the astonishingly skilful Charlie Ball, Captain Fred "Pincher" Bloyce and Commander George Lill, this was very far from "the bare minimum of maintenance aboard" that your article suggests, with *Thalatta* considered by many at the time to be the finest, most shipshape and seaworthy sailing barge afloat. Richard Kemp, by email



Left: *Thalatta* restored to her former glory
Above: Sistership the *Sir Alan Herbert*

On Aviona's trail... in Worcester

The April issue (CB286) has just drifted ashore here and Terry Smith's appeal for background on *Aviona* caught my eye. She looks like one of a pair of 35ft (10.7m) John Bain designs that James Seabourne built in Diglis Basin, Worcester. She was launched just prior to the opening of Evesham to the sea in 1962.

I believe they were built in teak, which was hard to get then. Seabourne told us that was because all the elephants in the teak industry had been used as target practice by the Japanese during the war and a new generation had to be trained.

Both boats had twin diesels of quite low power. Could they have been Coventry Victor WD 3s? Seabourne said he was used to



pre-war prices and was embarrassed that he would have to charge about £4,500 for these cruisers.

After building these two beautiful craft, he bought perhaps the ugliest car in Britain, a pink and grey Vauxhall Cresta. Such a contrast in taste. He later moved his boatyard to a field in Kempsey, where at least one more Bain design was built.

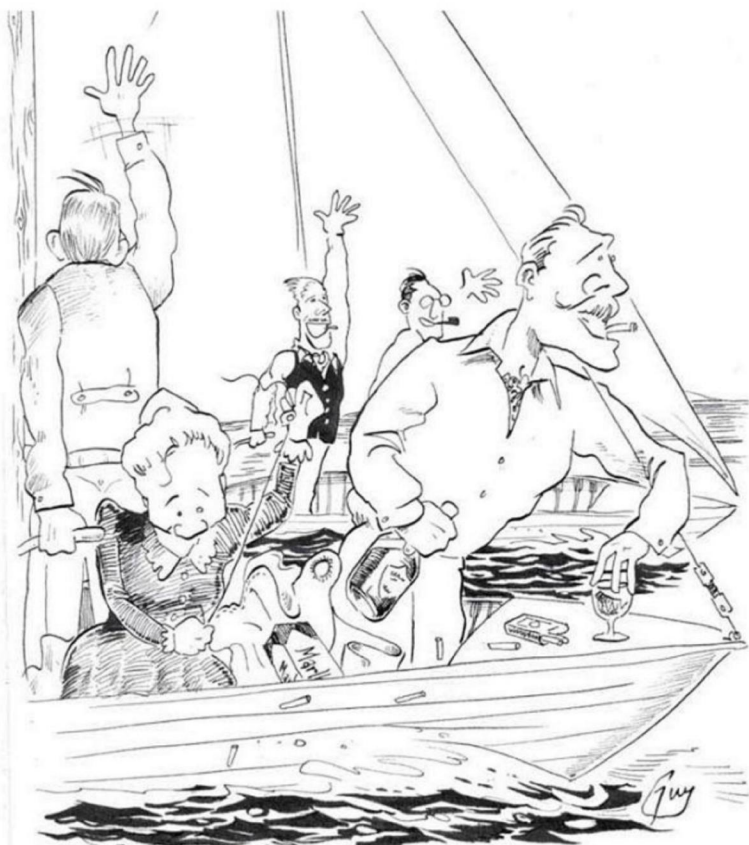
John Quirk, by email



READER'S BOAT OF THE MONTH Delta class dinghy?

Can you help me in my quest to find information on a sailing dinghy I had many years ago? The boat was 14ft 3in (4.3m) long and quite wide. It had a fully-battened mainsail on a very tall mast (approximately 23ft – 7m). With a sail number of 100, mine must have been one of a good number. Can you help?

More readers' boats on www.classicboat.co.uk



Preparing for the Games

Olympic concerns in 1952 were gentler, finds *Nigel Sharp*

If Ainslie, Percy, Goodison and Co are to repeat their previous Olympic successes this summer, they will have to hope for many things: all their wind shifts being free-ers, obviously, but more importantly that the Weymouth tobacconists are well-stocked, that their competitors are more “temperamentally unsuited to an ordered form of yacht racing” than they are, that they don’t find they are unnecessarily sentimental towards overseas sailors (especially Australians), and for the local hotel staff to be willing and versatile. That is if lessons are to be learnt from the Games of just over half a century ago.

Immediately prior to the 1952 Helsinki Games, a *Yachting World* correspondent found himself speculating on the British sailors’ chances. Quite rightly, he emphasised the need for preparation, boat speed and fitness, which itself would lead to an alert brain. “Has anything been left to chance?” he asked.



“Has the helmsman been provided with an adequate supply of cigarettes?”

“It may be difficult or impossible to get it. Has the helmsman been provided with an adequate supply of the right brand of cigarettes? They may not be available in Finland, and this may upset his nerves.”

Apart from a silver medal for Charles Currey in the Finn class, all Britain’s other results must have been something of a disappointment – in particular those of the Star and the Dragon, which both finished in 13th place. No Lucky Strikes for them, obviously.

Soon afterwards, the Royal Yachting Association produced a report on the Games in which it suggested that sailing shouldn’t even be an Olympic sport. “Olympic successes are only the dividend of discipline,” the report said, “and the essence of yachting is the escape which it offers from all that discipline entails – therefore, Olympic gold medals and yachting are not readily compounded... The committee feels that a greater realisation of these facts might save many from the troubles of Olympic sailing, and the RYA from the investment of funds in training yachtsmen who are temperamentally unsuited to an ordered form of yacht racing.”

Undeterred, British yachtsmen continued with “the troubles of Olympic sailing”. In the summer of 1956, *Yachting World* found itself looking forward once again, this time to the forthcoming Melbourne Games. A correspondent reported that he had met an Australian who was thrilled that the Duke of Edinburgh was to open the Games and “they were, he said, equally looking forward to seeing the British yachting team. So great was their enthusiasm that they

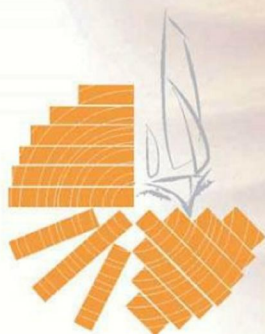
would almost prefer to see us win rather than the Australians themselves.” Presumably encouraged by this, and perhaps in defiance of the RYA committee’s view, British sailors won medals in three of the five classes.

At the Rome Olympics in 1960, our Flying Dutchman representatives were WL “Slotty” Dawes and James Ramus, with Adrian and Stuart Jardine as their training partners, and they were to find help from an unexpected source. Their preparation with regard to sail availability did not go entirely according to plan and, as the 1961 *Dinghy Yearbook* later reported: “One of the Lucas mainsails arrived at the 11th hour, and on being found to be 14cm (6in) too big on a width measurement, was altered by James Ramus, the Jardine twins and a

chambermaid from the Hotel Royal where the team were billeted.”

Now, that’s what I call room service. In a fleet of 31 boats, Dawes and Ramus finished 7th. We will never know where they would have come without the help of the Signora in a shining pinny.

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